

# *Missouri Historical Review*



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# *Missouri Historical Review*

*Floyd C. Shoemaker, Editor*

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## *Illustration*

**PONY EXPRESS MONUMENT.** Cover design reproduced from a photograph of the statue by Hermon MacNeil, located in St. Joseph, Missouri. See "The Pony Express Starts from St. Joseph," by *Olaf T. Hagen*.....

1

## THE PONY EXPRESS STARTS FROM ST. JOSEPH

BY OLAF T. HAGEN\*

According to Leroy Hafen: "It [the Pony Express] showed the conquest of the West in one of its most spectacular phases, and is an act in the great Western drama that will always be recalled and reenacted as one of our precious heritages."<sup>1</sup>

"The wonder of the plains," John Bach McMaster termed the phenomenal mail service.<sup>2</sup> Its significance in demonstrating and advertising the central route by South Pass and Salt Lake City, while providing speedy communications between the Union and the Pacific Coast and intervening settlements, has been explained by the historian of the overland mail.<sup>3</sup> The importance of the Pony Express as the precursor of the Pacific Railroad and telegraph is emphasized by the contemporary reports of the launching of the service from St. Joseph. Their language has an exuberance which suggests that contemporaries believed that this was their rendezvous with destiny.

### FIRST NEWS OF THE PROPOSED VENTURE

The report of a proposed express service to California found its way into the New York papers on January 25, 1860.<sup>4</sup>

\*OLAF T. HAGEN, a native of Minnesota, received his A. B. degree from Concordia College, Moorehead, Minnesota and his M. A. from the University of Minnesota. He has been a teaching assistant at the University of Minnesota, 1930-1933, and historian with the National Park Service, 1933-1948, the last two years of which he has been the regional historian for Region Two.

<sup>1</sup>Leroy R. Hafen, *The Overland Mail, 1849-69* (Cleveland, A. H. Clark, 1926), p. 191.

<sup>2</sup>McMaster, *A History of the People of the United States, from the Revolution to the Civil War*, VIII (New York, Appleton, 1924), 401.

<sup>3</sup>Hafen, *op. cit.*, pp. 190-191. "No single influence did more to give prominence to the Platte trail than the decision to use it for the pony express" said Frederic L. Paxson, *History of the American Frontier, 1763-1893* (Boston, Houghton, Mifflin, 1924), p. 465.

<sup>4</sup>George A. Root and Russell K. Hickman, "Pike's Peak Express Companies. Part IV," *The Kansas Historical Quarterly*, XIV (February, 1946), 42 quote this dispatch.

Two days later William H. Russell in a telegram to John W. Russell bluntly stated: "Have determined to establish a Pony Express to Sacramento, California, commencing the 3rd of April. Time 10 days."<sup>5</sup>

The factors leading to this decision and the contribution of B. F. Ficklin, Senator Gwin of California, Russell, Majors, and Waddell, and others in developing speedier mail service have been treated in publications on the subject,<sup>6</sup> but considerations which made St. Joseph the starting point appear to have received scant attention.

Leavenworth, the home of the Jones and Russell Company's remarkable Leavenworth and Pike's Peak Express, claimed William H. Russell as a leading citizen. Consequently, its press may not have been naïve in taking for granted that it was destined to be the eastern base of the contemplated service, even if the premature report from New York had named St. Joseph for that honor. The report had also erred in suggesting that the government would be a party to this undertaking. The Leavenworth *Daily Times* of January 30 announced:

#### Great Express Enterprise

---

From Leavenworth to Sacramento in Ten days

---

#### Clear the Track and Let the Pony Come Through

That the venture was one crossing new horizons is suggested by a news item which is even more significant than amusing. The *Kansas City Journal* taunted its up-river neighbor about "some citizens of Leavenworth" who had "contracted with the government to run a one horse express

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<sup>5</sup>Leavenworth *Daily Times*, January 30, 1860; *The Weekly West* (St. Joseph, Mo.), February 4, 1860.

<sup>6</sup>Root and Hickman, *op. cit.*, pp. 37-42, review the part that different personalities had in the venture, as does Hafen, *op. cit.*, pp. 165-169. Among other places that hoped their connections with the freighting firm of Russell, Majors, and Waddell would let them be the start was Nebraska City, Nebraska Territory—*The People's Press* (Nebraska City), February 3, 24, 1860.

to California from that city. We should think such a one would fully meet their demands."<sup>7</sup>

The rival outfitting point was not the only source of incredulity about the proposed unprecedented ten-day service. Even a short memory could recall when the overland trip involved a whole summer season, and in 1860 the overland mail normally consumed over twenty days for carrying messages between St. Louis and California. Not many years before, even informed Missouri frontiersmen shared the views of the British writer who asserted: "However the political questions between England and America, as to the ownership of Oregon, may be decided, Oregon will never be colonized overland from the United States.

"The world must assume a new face before American wagons may trace a road to the Columbia as they have done to the Ohio."<sup>8</sup>

Horace Greeley in 1843 had asked why emigrants to Oregon braved "the desert, the wilderness, the savage, the snowy precipices of the Rocky Mountains, the weary summer march, the storm-drenched bivouac, and the gnawings of famine?"<sup>9</sup> Those who pioneered the way are immortalized by Francis Parkman in his *The Oregon Trail: Sketches of Prairie and Rocky-Mountain Life* (Boston: Little, Brown, 1898). Some who lingered too late along the route met tragedy in Death Valley or in the snows of the Sierras as did the Donner party. How could a fast express service be operated through barren Indian-infested wilderness over the South Pass route and over rugged Sierras, especially in face of the winter snows? That these difficulties were not insurmountable was a matter to be proved by actual demonstration.<sup>10</sup> Traditional barriers had to be hurdled, and skepticism was so general that records suggest that aside from those who placed implicit faith in Russell and Company, there was a strong inclination to regard the whole thing as "chimerical."

<sup>7</sup>*Leavenworth Daily Times*, Feb. 4, 1860.

<sup>8</sup>*Edinburgh Review*, July 1, 1843, quoted in Seymour Dunbar, *A History of Travel in America* (Indianapolis, Bobbs-Merrill, 1915) III, 1220.

<sup>9</sup>*Ibid.*, p. 1221, quoting the *New York Tribune*, July 22, 1843.

<sup>10</sup>*The Missouri Republican* (St. Louis), March 31, 1860.

## PREPARATIONS

The completion of preparations for such a bold undertaking in slightly more than two months, between January 27 and April 3, 1860, is a measure of the calibre of the projectors. The route had to be determined, stations located and equipped, and some constructed, horses and other equipment procured, and riders had to be employed and made acquainted with their duties. Financial and other considerations required that the company be reorganized and the starting point decided upon.

An advertisement of February 10, 1860, asked for 200 grey mares "for running the Overland Poney [sic] Express." They were to be warranted sound, not over fifteen heads high, well broken to the saddle, and with black hoofs.<sup>11</sup> On March 1, B. F. Ficklin was in Denver City and vicinity perfecting arrangements for the Pony Express and increased service on the old lines.<sup>12</sup> On the 14th, Jones, Russell's partner in the Pike's Peak Express, then at Barnum's Hotel, St. Louis, was mentioned as one of the promoters of the new California express.<sup>13</sup>

Alexander Majors recalled that it was only by considerable effort that Russell persuaded his partners in the great freighting firm of Russell, Majors, and Waddell to underwrite this risky undertaking.<sup>14</sup> To succeed it was thought necessary to absorb the Leavenworth and Pike's Peak Express Company in the new pony service, and incorporate a new company, the Central Overland California and Pike's Peak Express Company, on February 13, under the laws of the Kansas Territory.<sup>15</sup> The articles of incorporation provided that "the

<sup>11</sup>Root and Hickman, *op. cit.*, p. 47, quoted from the *Leavenworth Daily Times*, February 10, 1860. Hafen, *op. cit.*, p. 169 n. 352 refers to mention by the St. Louis press of February 6, of preparations in progress.

<sup>12</sup>*The Weekly West*, March 24, 1860.

<sup>13</sup>*Missouri Republican*, March 14, 1860. *The People's Press*, Feb. 17, 1860.

<sup>14</sup>The story of the Pony Express, as told by Alexander Majors, is given in *Seventy Years on the Frontier* . . . edited by Colonel Prentiss Ingraham (Chicago: Rand, McNally, 1893), pp. 182-184.

<sup>15</sup>The *Leavenworth Daily Times* of February 13, 1860, announced the chartering of the company with "greatest pleasure." Root and Hickman, *op. cit.*, p. 44 quote the articles of incorporation.

principal office of the said company shall be kept at Leavenworth city, unless . . . . changed by a vote of two-thirds of the directors."<sup>16</sup>

Why the public was left in the dark as to the starting point has not been clear. Publicity mentioned only the Missouri River or the western border of Missouri. The explanation is found in a document filed in the Buchanan County Courthouse. On March 2, 1860, William H. Russell and William B. Waddell as a "Committee for the C. O. C. & P. P. Ex. Co." entered into a contract with several citizens of St. Joseph, whose names are listed below.<sup>17</sup> In return for more than seventy-two lots (later reduced to fifty-one) in St. Joseph and vicinity, eighteen lots in Elwood, besides forty-eight acres in Kansas Territory, and privileges from "the Roseport and Palmetto or Maryville Railroad," then building, the committee bound the company "to establish an express office in the city of St. Joseph and start express coaches for Denver City weekly or oftener as the business of the line may require from and after the first day of May next to the extent of a Daily Coach (Sundays excepted)." They also agreed "to start a pony express from the Western terminus of the Roseport and Palmetto or Maryville Rail Road (as soon as completed to the town of Wathena) to Sacramento City in California." Besides, they were to start a "fast freight line from St. Joseph on or before the 15th Day of May next to Denver City or the Kansas Gold Mines." They bound "themselves to adopt for all of the purposes aforesaid the most direct and eligible route from St. Joseph to Denver City provided the parties of the second part shall not be required to fail in their Utah mail contract which requires them to touch at Fort Kearney nor shall said parties . . . be required to run a poney [sic] express to Sacramento longer than six months should it be found to result in a loss to them. But in no event (if said poney express

<sup>16</sup>Root and Hickman, *op. cit.*, p. 45.

<sup>17</sup>"Buchanan County Records, Memorandum of Contract" Book X, pp. 508-512. Those signing were: J. M. Wilson, P. J. Moss, F. W. Smith, John Patee, J. B. Howard, John Colhoun, John Corby, W. M. Carter, John J. Abell, J. A. Chambers, Silas Woodson, R. W. Donnell, John Curd, George H. Hall, K. P. Grubb, F. Roubidoux, William Ridenbaugh, James B. O'Toole, J. B. Jennings, R. M. Stewart, and M. Jeff Thompson.

should be discontinued between St. Joseph and Sacramento as aforesaid provided) shall the same be started from any other point between the Mouth of the Kansas River and the Northern line of Nebraska Territory by said parties."<sup>18</sup> No real estate was to be conveyed until the specified services had been operated for six months.

This document deserves a place among the sources for the history of the Pony Express. It explains why St. Joseph could not be publicized, earlier than it was, as the eastern base for the Pony Express. By the terms of this contract the western terminus of the railroad named was entitled to the honors given this event. The memorandum of contract further reveals that citizens of St. Joseph were willing to pay a price for the advantage which would indirectly be theirs because this would leave them as a gateway on a main route to the Pacific. Contemporaries were fully aware that the Pony Express was but a stop-gap which was not intended to stay the progress of either the Pacific telegraph or railroad, both of which were deemed inevitable as well as desirable.

Some had surmised that St. Joseph was to be the starting point on the "western border" of Missouri, as did a correspondent writing from there on March 15, but the matter was "not yet fully decided." There was hearsay to the effect that some of the ponies, riders, and agents had arrived and started the day before to determine the route and locate the stations.<sup>19</sup> Ten days later it was said that the stables of the company were rapidly being filled with horses bought from

<sup>18</sup>The agreement was scarcely signed ere the prospective donors of "one entire Block of Lots in South St. Joseph near the Deapot [sic] of the Hannibal and St. Joseph Rail Road containing fourteen lots" were released from obligation on this score. *Ibid.*, p. 512. It is not clear whether this was the result or cause of the decision to accept five lots in Block 40 in lieu of Block 82. It was on Lots 4 and 5 of Block 40 that the Company's stables were located. Title to this property, in trust, was given to the C.O.C. & P.P. Ex. Co., on May 5, long before the stipulated six months had passed. *Ibid.*, (Book Y, p. 98). That other places bolstered their reputed geographical advantages through granting similar private subsidies is suggested by press reports of charges and denials which Omaha and Nebraska City exchanged as to the base of operations used at the latter place by Russell, Majors, and Waddell. *Nebraska City News*, March 23, 1861.

<sup>19</sup>*Missouri Republican*, March 16, 1860.



Captain McKissack at Fort Leavenworth.<sup>20</sup> It was only on March 31, four days before the event was scheduled, that the St. Joseph press was permitted to herald the news:

Central Overland Route

St. Joseph To Be The Starting Point!!<sup>21</sup>

The arrangements were "all completed" and could now be told. "The rider and horse for the run out of St. Jo are here, and have been over the ground several times. B. F. Ficklin is expected by the next express and will be here to start the first horse." Some Leavenworth citizens who had assumed this event would be theirs to celebrate accepted the adverse outcome with grace, explaining that it was the terminus of the Hannibal and St. Joseph Railroad at St. Joseph which compelled their favorite son, William H. Russell, "to start his Pony Express from that point."<sup>22</sup>

The proposed service was fully described in advertisements appearing in papers in Washington, D.C., New York, and St. Louis. The first courier was to start from St. Joseph at 5 p.m. on April 3. Letter mail would be received in Washington at No. 481 Tenth Street up till 2:45 p.m. March 30, and in New York at Room 8, Continental Bank Building, Nassau Street, till 6:50 a.m., March 31. Telegraphic dispatches were to be received at the Missouri River starting point which "will be announced in due time," up to 5 p.m. the day of departure. These would be delivered in San Francisco in "EIGHT DAYS," and letter mail in ten days. To allay misapprehensions of skeptical potential patrons, assurance was given that mail would be carefully handled by special

<sup>20</sup>Dora Cowan, "St. Joseph, Missouri, as a Starting Point for Western Emigration, Freight, and Mail," M. A. Thesis, University of Missouri, Columbia, Missouri, 1939, p. 48, citing the *Missouri Free Democrat*, March 26, 1860. This report is also quoted by Arthur Chapman, *The Pony Express*, (New York, Putman's, 1932), p. 88.

<sup>21</sup>*The Weekly West*, March 31, 1860.

<sup>22</sup>*Ibid.*; Root and Hickman, *op. cit.*, p. 50 says "It was even charged by some that Russell had given his home city the 'cold shoulder.'" *The Weekly West*, April 7, 1860; McMaster, *op. cit.*, VIII, 403, quotes the *New York Tribune*, March 15, 28, 1860.

protection. Telegraphic messages would be made in triplicate. If messages were not delivered in less time than by any other service, the charges would be refunded.<sup>23</sup>

The rate for telegrams between St. Louis and California was \$5.30 for the first ten words, and ten cents for each additional word. From Atlantic Coast points the rate was \$6.90 for the first ten words, and twenty cents for each word over that number. The express charge was \$2.45, regardless of the length of the message. The fee for letter mail was \$5.00 for each half-ounce or less, in addition to government postage. Between San Francisco and Salt Lake the letter rate was \$3.00 per half ounce.<sup>24</sup>

St. Louis readers were advised that "those who desire a quick correspondence with San Francisco will, of course, avail themselves of this route and test its practicability." In New York the express had been recommended heartily to mercantile favor.<sup>25</sup> It was novel even in this "proverbially fast portion of a fast country." Until the Pacific telegraph was completed, it would be the "most speedy" service known to "modern times." Local optimism was fortified with confidence in the ability of the proprietors as abundantly demonstrated by their past achievements. Ten days might seem impossible; yet on April 2, messages were beginning to arrive at St. Joseph.<sup>26</sup> But the best laid plans go awry.

#### THE GREAT DAY ARRIVES

The letter mail from Washington and New York for the first trip was being brought by special messenger. Arriving at Detroit he found that his train had departed. A twenty-

<sup>23</sup>Root and Hickman, *op. cit.*, pp. 49-51. The advertisements appear to have been published as early as March 17 in San Francisco—Hafen, *op. cit.*, p. 170.

<sup>24</sup>*Missouri Republican*, March 31, April 5, 1860. Telegraphic messages were to be "duplicated on paper besides a triplicate being taken on linen, prepared for the purpose in indelible ink, and carefully sealed waterproof. Copies are thus forwarded to different points, in order to guard against chances of delay or miscarriage."

<sup>25</sup>*Ibid.*; *The Weekly West*, April 7, 1860; Root and Hickman, *op. cit.*, pp. 49-50, quoting the *New York Daily Tribune*, March 23, 1860.

<sup>26</sup>*Missouri Republican*, April 3, 5, 1860; *The Weekly West*, April 7, 1860.

four-hour delay threatened the start. The day, or all but two hours of it, was saved by the cooperation of the superintendent of the Hannibal and St. Joseph Railroad. A special train, a locomotive and one coach, made a record by reaching St. Joseph from Palmyra in four hours and fifty-one minutes, at an average speed of about forty miles per hour. Thus the engineer became a hero in the Pony Express saga. It was about 5 p.m. when he brought the train to a stop at the station at Olive and Seventh or Eighth streets in St. Joseph. But the horse express did not get off until 7:15 p.m. This delay was due in part, at least, to formalities indulged in to baptize appropriately this historic enterprise.<sup>27</sup>

Tuesday, April 3, 1860, was not a holiday in St. Joseph, but it must be marked in its history. The Pony Express was no epoch-making atomic bomb. It was another characteristically western step beyond known horizons which hastened the history of the western United States.

Journalists, exuberant over the prestige which the occasion afforded their community, spilled forth affusive rhapsodies detailing events. The "greatest enterprise of modern times" . . . "which it has as yet become our pleasant duty, as a public journalist to chronicle," wrote one. Anticipating the formal starting of the express, hundreds of persons had gathered at the spot whence the start was to be made. All being desirous of preserving a memento of the flying messenger, the little pony was almost robbed of her tail, and so she had to be returned to the barn. That this occurred near the Pike's Peak Express stable on Penn Street and near the depot may be assumed.<sup>28</sup> The United States express office, on the west side of Third Street between Edmond and Felix, had been designated for the official starting point,<sup>29</sup> but the company's

<sup>27</sup>Chapman, *op. cit.*, pp. 102-104; *Missouri Republican*, April 5, 1860; *Leavenworth Daily Times*, April 5, 1860; *The Weekly West*, April 7, 1860.

<sup>28</sup>*The Weekly West*, April 7, 1860; Chapman, *op. cit.*, p. 105; *Missouri Republican*, April 5, 1860.

<sup>29</sup>*St. Joseph Directory*, 1861, pp. 128, 193. Some have stated that the start was made from the post office (McMaster, *op. cit.*, pp. 402-403; Cowan, *op. cit.*, p. 50). Others assert the start was from the express office on Second Street—Chris L. Rutt, compiler and editor, *History of Buchanan County and the City of St. Joseph* (St. Joseph, 1898. Chicago, 1902 edition, p. 62). The confusion may have resulted from the fact that the March 2, 1860, contract

office was later shown to be at the Patee Hotel, on Twelfth and Penn streets. Secondary accounts also link this building, which still stands, with the inauguration of the service of April 3, 1860.

Before the messenger was permitted to depart, the assembled multitude heard "brief and appropriate" addresses by the ebullient Mayor M. Jeff Thompson and by the well known freighters William H. Russell and Alexander Majors. The Mayor stressed "the significance of the Express from our City over the Central Overland Route." Mr. Majors being loudly called for, responded in a speech characterized by his usual "practical manner of thought."<sup>30</sup>

This Pony Express was, he said, but the precursor of "a more important and a greater enterprise, which must soon reach its culmination, viz; the construction of the road upon which the tireless iron horse will start his long overland journey, opening up as he goes the rich meadows of nature, the fertile valleys, and crowning the eminences of the rocky range with evidences of civilization and man's irresistible mania of progression. . . . Of a truth 'the desert shall bloom as the rose.'"<sup>31</sup> The fact that at no distant time it was expected that the telegraph's electric chain would put east and west coasts in instantaneous communication did not dampen the ardor of the promoters.

obligated the citizens of St. Joseph to provide for one year an office in J. B. Jennings' brick building at the northeast corner of Second and Francis streets, and the fact that the post office was also on Second Street. See "Buchanan County Records," Book X, p. 509; *St. Joseph Directory, 1859-1860*, pp. 29, 56, 60, 94. J. H. Keetly, one of the riders, recalled in a letter of August 21, 1907, that the start was from "the one-story brick express office on the east side of Third Street, between Felix and Edmond streets." See Visscher, *op. cit.*, p. 32. This is where the United States express office was situated. See *St. Joseph Directory*, 1860, pp. 128, 193. *Missouri Republican*, April 3, 1860; *The Weekly West*, April 7, 1860.

<sup>30</sup>The Mayor was a colorful figure. An advocate of civic improvements, he was especially active in promoting railroad projects and very prominent at ceremonies celebrating achievements. He was defeated in the local election, the day before the start of the express. Later he joined the Confederacy—*St. Joseph Directory, 1859-1860*, pp. 81-92; *The Weekly West*, October 15, 22, 1859, April 7, 1860; *St. Joseph Gazette* of April 4, 1860 quoted in Federal Writers' Project, *The Oregon Trail; the Missouri River to the Pacific Ocean* (New York, Hastings, 1939), p. 50; *Missouri Republican*, April 7, 1860; Rutt, *op. cit.*, p. 62. For more information on Majors, see note 45.

<sup>31</sup>*The Weekly West*, April 7, 1860.

At 7:15 p.m., or possibly as much as 45 minutes earlier, the Mayor at the request of Mr. Russell—placed the leathern bag upon the saddle of the spirited mare. The precious cargo consisted of forty-nine letters, nine telegrams, and some newspapers for San Francisco and intermediate points. The rider was Johnson William Richardson, a former sailor accustomed to every kind of hardship. As he mounted the little bay, the Mayor asked for three cheers on three, "Three cheers for the Pony Express, three cheers for the first overland passage of the United States Mail!" Then the rider dashed off for the Golden Gate amid the shouts and cheers of the immense crowd which had gathered at the spot to witness the launching of this "huge undertaking . . . an enterprise as great as the country."

It was but a few blocks to the landing at the foot of Jules Street where the ferry boat *Denver*, alerted by signal cannon, was waiting to carry the horse and rider across the Missouri River to Elwood, Kansas Territory. From thence into the night he sped, a new Revere.<sup>32</sup>

To the Leavenworth *Daily Times* it appeared that St. Joseph had had a "jolly time" over the launching of the new service. McMaster wrote that "The rider galloped away to begin one of the most memorable undertakings in the history of the country."<sup>33</sup>

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<sup>32</sup>The accounts do not all agree as to the time, but reports by contemporary observers suggest a quarter past seven as the hour of departure. The container developed for the Pony Express was not a regular pouch or ordinary saddle bag. It was a *mochila*, a leather covering which could easily be removed from one saddle to another. To its skirts were attached four *cantinas* or leather pouches. See Chapman, *op. cit.*, 87, 106; the *Missouri Republican*, April 5, 1860; *The Weekly West*, April 7, 1860; *Leavenworth Daily Times*, April 5, 1860.

The dispute as to who was the first rider illustrates the confusion resulting from acceptance of descriptions based on reminiscences. The story of the first rider has been explained by Louise Platt Hauck, "The Pony Express Celebration," *Missouri Historical Review*, XVII (July, 1923), 435-440. For reminiscences of Billy Richardson see the *Missouri Historical Review*, XLI (April, 1947) 342, where he disclaims the honor of being the first rider.

<sup>33</sup>April 5, 1860; McMaster, *op. cit.*, p. 403.

## THE MAIL GOES THROUGH

The schedule of the express as published was<sup>34</sup>

Marysville	12 hours
Fort Kearny	34
Fort Laramie	80
Fort Bridger	108
Great Salt Lake	124
Camp Floyd	128
Carson City	188
Placerville	226
Sacramento	234
San Francisco	240

The riders' progress was noted by the local press. The first forty-four or forty-five miles to Kennekuk, for which only one change of horses was planned, was to be made in five hours. It required but four hours and fifteen minutes. Early the next morning of April 4, the courier passed through Marysville, Kansas Territory. "He was riding a fine grey horse, and was putting him over the ground for California, at the rate of 10 or 15 miles per hour. He came down the hills from east into town, through the village, and over the hills to the west, at a rapid rate, checking his rein for neither man nor beast." In thirteen hours the mail was 140 miles on its way. On April 6 at 9 a.m., near Chimney Rock, it was 535 miles nearer California. This was "quick traveling for any country."<sup>35</sup> A somewhat tardy arrival did not stop San Francisco from extending a warm welcome to the hero.

San Francisco had also sent its messenger on the way. On the afternoon of April 3, a clean-limbed little nankeen-colored pony stood in front of the *Alta Telegraph* Company's office on Montgomery Street from 1 until 3:45 p.m. when he was "to take his line of march to the Sacramento boat." This

<sup>34</sup>*The Weekly West*, April 7, 1860; *Missouri Republican*, April 3, 1860; Root and Hickman, *op. cit.*, p. 51. There is some variation in the time given by different accounts, but it is slight.

was but a token demonstration, but "by proxy he will put the west behind his heels." His gear was deemed worthy of description. His head-stall was adorned by flags, and on bags hanging from the broad saddle customary in California was lettered "Overland Pony Express."<sup>36</sup>

As the westward-bound rider passed out of news zones, there was in St. Joseph some anxiety about the success of the undertaking. Two days before the express was due, some of the citizens were "anxiously waiting for the arrival of the first Pony Express from California," it being the opinion of some that the trip could be made in eight or nine days. The proprietors, however, insisted that, barring accidents the express would arrive on schedule. Despite unbounded confidence in their word, doubt might well have lingered in the minds of the informed. Even if the central route was shorter than the Butterfield route, in April the snow on the Sierras and the Rockies would be swelling streams which had to be crossed. "The last 75 miles" into Salt Lake City, said the *Deseret News* (Salt Lake City), of April 11, was made in "5 hours and 15 minutes in a heavy rain," but reports stated that going eastward from that city only twenty-five miles had been covered in five hours. This was because of stormy weather. The last hundred miles into St. Joseph were passed in eight hours, and the carrier stated that "even better time than this was made on other portions of the road." The express arrived opposite St. Joseph at 4:30 p.m. on April 13 and entered the express office in St. Joseph at 5 p.m. exactly on time, much to the honor of B. F. Ficklin, who was responsible for the arrangements. Certainly he appears to have deserved some commendation. One of the first expresses from the West brought a massive ring made of silver from the Washoe mines

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<sup>36</sup>*The Weekly West*, April 7, 1860; *Leavenworth Daily Times*, April 12, 1860; *Missouri Republican*, April 5, 15, 1860; *Journal of Commerce* (Kansas City) April 14, 1860; Root and Hickman, *op. cit.*, p. 54.

<sup>37</sup>Chapman, *op. cit.*, p. 132; John Denton Carter, "Before the Telegraph: The News Service of the San Francisco Bulletin, 1855-1861," *Pacific Historical Review*, XI (September, 1942), pp. 314-315. The rider and his pony took the boat to Sacramento where the first real rider set off.



for Senator Gwin, who had encouraged the proprietors in this effort.<sup>37</sup>

Anticipating the reality when it was still a vision, one journalist had proposed that the arrival of the first express in St. Joseph, proving the feasibility of such a horse express, be celebrated as it deserved to be. Shortly after the first messenger arrived on April 13, a "spirited demonstration was in progress in St. Joseph." Citizens turned out "en masse" to witness the "memorable commemoration." On short notice, militia members had donned their uniforms and were parading before the celebrants. Discharges from their musketry added to the noise made by the booming cannon of Captain Cliff's artillery. Bonfires raged in the streets, and the market square was illuminated by fireworks. Church bells pealed out, and "constant huzzas spoke loudly of the importance of the event." Again, remarks were made "appropos" to the occasion. The ubiquitous Colonel M. Jeff Thompson, now ex-mayor, eulogized the success of the Pony Express. Ten days to the Pacific! Twenty or even ten years ago the man who dared suggest such speed would have been branded a lunatic. The crowd dispersed with three cheers on three—"Hurrah then for the Pony Express and its enterprising proprietors. Long may they live and soon be the time when the 'Iron Horse' will supersede the Pony." "Q.E.D.," started one column in the papers. The success of the express "demonstrates the practicability of communication between Atlantic and Pacific states in less than one-half the time required heretofore, and even this will be lessened by the extension of the Telegraph, until New York and San Francisco are joined in one fraternal embrace of progress, and time and the dreary space of hill and dale between is annihilated." Just as this had been printed, the transmission of news of the "complete success" of the experiment was delayed by the derangement of the tele-

<sup>37</sup>The *St. Joseph Gazette* reported the arrival across the river at 4:30 and at the express office in St. Joseph at 5 p.m., quoted in the *Liberty (Mo.) Weekly Tribune*, April 20, 1860. See also *The Weekly West*, April 21, *Weekly Free Democrat* (St. Joseph) April 14, and *Missouri Republican*, April 14, 1860.



graph line between St. Joseph and St. Louis on the evening of April 13.<sup>38</sup>

That same day the second messenger for the service left St. Joseph. Soon others arrived from the West. Intermediate points immediately took advantage of the service. Before the third courier had arrived, the service was reported "firmly established" beyond the expectations of its proprietors.<sup>39</sup>

The success brought varied reactions from rival outfitting points. At Leavenworth, a "dinner or supper" to honor the proprietors was proposed. Council Bluffs, Iowa, readers were informed that "Another Pony Express—Thro' in Five Days" was planned. There were also rumors that the service would be temporary. These were denounced as the malignant fabrications of defamers of the central route. It was not long, however, before one rider failed to arrive on schedule, and fears were entertained that the service had been interrupted. This was soon the case when Indian hostilities in the Carson Valley disrupted service. During the winter months, too, service called for by a reduced schedule could not be maintained with precise regularity. Still the Pony Express, was "the wonder of the plains."<sup>40</sup>

The promoters had demonstrated their ability as empire builders in launching the express on such brief notice. Their recklessness was matched by the courage and endurance of the riders. Their reminiscences tell of many hair-raising episodes. Their feats were many, and on different occasions speed records were made. The record time appears to have been made when news of Lincoln's inaugural address in March, 1861, was transmitted to California in seven days and seventeen hours.<sup>41</sup>

<sup>38</sup>*Weekly Free Democrat*, April 14, 1860; *The Weekly West*, April 7, 14, 1860; *St. Joseph Gazette*, April 14, 1860; the *Marshall (Mo.) Democrat*, April 25, 1860; *Missouri Republican*, April 14, 15, 1860.

<sup>39</sup>*The Weekly West*, April 14, 28, 1860; *Leavenworth Daily Times*, April 25, 1860; *Weekly Free Democrat*, April 28, 1860.

<sup>40</sup>*Weekly Council Bluffs Bugle*, May 23, 1860, citing the *Missouri Democrat* in a garbled version of service proposed between St. Louis and Los Angeles requiring an average speed of twelve and one-half miles per hour. See *Weekly Free Democrat*, June 2, 1860; *The Weekly West*, April 28, 1860; McMaster, *op. cit.*, p. 404.

<sup>41</sup>Root and Hickman, *op. cit.*, p. 64; Cowan, *op. cit.*, p. 53.

## DIFFICULTIES ARISE

The revenue was, as had been foreseen, not proportionate to the outlay, and it has been common to attribute the financial failure of the Central Overland California and Pike's Peak Express Company to the ruinous risks assumed on behalf of the Pony Express. This is the assertion of Alexander Majors in his reminiscences as written by Ingraham, which Dr. Hafen points out exaggerates the losses incurred. But as far as the company was concerned, some of these losses would certainly have been offset had the C. O. C. & P. P. Ex. Co. been awarded the lucrative contract for a daily mail to California, as provided by act of Congress, March 2, 1861.<sup>42</sup>

The transfer of the overland mail from the long Butterfield route by way of El Paso and Yuma to San Diego over to the South Pass, Salt Lake City, and San Francisco line, and the awarding of the contract to the Butterfield Company was a final blow to the promoters of the Pony Express. A sub-contract with the Butterfield Company by which the C. O. C. & P. P. Ex. Co. continued the pony express service under reduced rates prescribed by the government did not bring returns sufficient to recoup their fortunes, and the company was further handicapped by the marred reputation resulting from the exposure of irregular financial transactions of William H. Russell, president of the company.

Hailed before the Criminal Court of the District of Columbia for his part in the abstraction of Indian trust bonds in the amount of over \$800,000 from the Department of the Interior, Russell was exempt from punishment on a legal technicality. Regardless of his intent or the justification which may have been presented by official irregularities in issuing advances, the disclosure of the "Great Robbery" was a blow to the credit of the heavily indebted company. After a full study of the matter, Root and Hickman ask: "Can there be any wonder that the government declined to give a new contract for the overland mail to a firm which had condoned such

<sup>42</sup>Majors, *op. cit.*, p. 185; Hafen, *op. cit.*, pp. 188-191, n. 468; Root and Hickman, *op. cit.*, p. 63, n. 492.

practices? There were efforts to obtain the mail contract, but the implications of the bond scandal leave little doubt as to why it was awarded to others."<sup>43</sup>

SIGNIFICANCE OF THE PONY EXPRESS

For their efforts, the Pony Express proprietors were wish "as one suitable reward, they will ere long have the satisfaction of knowing that they had been the means of hurrying forward the commencement of that greatest American enterprise, the Pacific Railroad." It was believed that the success of the express had given "a new impulse to the Pacific Railroad in different parts of the union." The eastern press had praised the express because it asked no government subsidy, and western papers emphasized that it was strictly a private affair. They were, however, outspoken in their hope that this new achievement of private energy would "prick the mind of the country to the necessity of Western wants and compel the Government to attend to these wants quickly."<sup>44</sup>

<sup>43</sup>Root and Hickman, *op. cit.*, p. 87.

<sup>44</sup>*The Weekly West*, April 7, 1860; *Leavenworth Daily Times*, January 30, April 15, 1860; *The People's Press* (Nebraska City) November 1, 1860.

## TEACHER TRAINING IN MISSOURI BEFORE 1871

BY MONIA COOK MORRIS<sup>1</sup>

The establishment in 1871 of state-supported schools specifically for the training of teachers in Missouri represented realization of the ideal of teacher education which found expression in Missouri as early as territorial days. Statehood had been scarcely achieved before publicly supported training for teachers began to be advocated. Missouri, in fact, was in the vanguard of the states in consideration of proposals for state-supported schools for the training of teachers. That she was not among the first to create such schools was due largely to her necessary concern with the varied problems incident to a new state establishing itself in a wilderness and to the absence among the early settlers of a tradition of either a public school system or state schools for higher learning.<sup>2</sup>

### PRIVATE SCHOOLS BEFORE THE CIVIL WAR

Before Missouri became a state the Western Mission School, a private school in St. Charles advertised in the spring of 1818,<sup>3</sup> was apparently the first school in Missouri to announce teacher education as one of its purposes. The Western Mission School was opened in 1818 under the direction of the Reverends John M. Peck and James E. Welch, Baptist missionaries.<sup>4</sup> The purpose of the school as expressed by Rever-

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<sup>2</sup>Margaret McMillan and Monia Cook Morris, "Educational Opportunities in Early Missouri," *Missouri Historical Review*, XXXIII (April, 1939), 315, 318-320; *ibid.*, (July, 1939), 492-493; Floyd C. Shoemaker, *Missouri and Missourians: Land of Contrasts and People of Achievements* (Chicago, Lewis, 1943), I, 318-335.

<sup>3</sup>*Missouri Gazette* (St. Louis), March 27, 1818.

<sup>4</sup>*Loc. cit.*

end Peck was to provide for the "common and higher branches of education," and "especially for the training of school-teachers and aiding the preachers. . . ."<sup>5</sup> The success and duration of the school are uncertain but it represented an expression of interest in teachers and education and was indicative of the need for trained school teachers.

During both the territorial period and the period from 1820 to 1860, the many and varied private schools which flourished in Missouri served as the chief educational facilities because public education did not progress rapidly in Missouri until after 1865.<sup>6</sup> Many of the private schools and academies which provided for secondary and higher education must have served as instruments of teacher training either with conscious or unconscious purpose. An example of definite purpose is found in Marion College, located near Palmyra, which was incorporated in 1831.<sup>7</sup> In 1837, Marion College was described as a college designed to educate ministers and to furnish teachers and educated men for the professions.<sup>8</sup> The extent to which such institutions supplied the relatively few common schools with teachers has not been ascertained and records from which to justify definite conclusions are lacking. There is sufficient evidence in many communities, however, of competent and inspired teachers, who established the precedent of good teaching and whose example motivated their students to follow them.<sup>9</sup>

#### SCHOOL LEGISLATION PRIOR TO 1860

In 1825, the first code of school laws<sup>10</sup> for Missouri recognized the problem of competence in teachers for public schools to be established under the code<sup>11</sup> and set up a plan for a board of visitors, among the duties of which was the examination

<sup>5</sup>Rufus Babcock, ed., *Forty Years of Pioneer Life. Memoir of John Mason Peck, D. D.* (Philadelphia, American Baptist, 1864), p. 151.

<sup>6</sup>The academy movement began before Missouri became a state and declined only when the public high school was well established. Shoemaker, *Missouri and Missourians*, II, 639-643.

<sup>7</sup>*Laws of Missouri*, 6th G. A., 1st Sess., 1830-1831, p. 17.

<sup>8</sup>*Missouri Argus* (St. Louis), April 14, 1837.

<sup>9</sup>Shoemaker, *Missouri and Missourians*, II, 647.

<sup>10</sup>*Ibid.*, p. 651.

<sup>11</sup>*Revised Statutes of Missouri*, 1825, II, 711-720.

and certification of teachers and also the power to remove any teacher for incompetency or insubordination to the rules of the trustees.<sup>12</sup> The code was not satisfactory as a basis for a public school system, the act was optional, funds were inadequate and uncertain, and only a few schools were established under its provisions. The general assembly itself seemed to consider the code merely as a trial effort.<sup>13</sup> Certainly the code could have had no appreciable effect upon teaching standards.

To remedy the deficiencies of the school code of 1825, the Seventh General Assembly of Missouri instructed the Governor to appoint a commission to draft a plan of primary instruction for Missouri.<sup>14</sup> It was this commission, the Hertich Commission, which proposed a state institution for the training of teachers five years before the state-supported school for teacher-training was established in Lexington, Massachusetts, in 1839. The plan, although rejected, represented the first milestone in the history of teacher education in Missouri and it demonstrated the presence in Missouri of educational leaders who were abreast of the times.

Late in 1834 the Hertich Commission recommended a complete plan for the establishment of a common school

<sup>12</sup>William Floyd Knox, *The Constitutional and Legal Basis of Public Education in Missouri, 1804-1875* (Graduate thesis for the Ph.D. degree at the University of Missouri, 1938), p. 111.

<sup>13</sup>*Ibid.*, pp. 112, 113.

<sup>14</sup>*Laws of Missouri*, 7th G. A. 1st Sess., 1832-1833, pp. 150-151.

The commissioners appointed by Governor Dunklin were Joseph Hertich, John J. Lowry, and Abel Rathbone Corbin. See Buel Leopard and Floyd C. Shoemaker, editors, *The Messages and Proclamations of the Governors of the State of Missouri* (Columbia, Historical Society, 1922), I, 291-292.

Joseph Hertich, a native of Switzerland, came to America about 1786 and began to sell merchandise in Ste. Genevieve in 1810. In 1815 he opened a private school there, "The Asylum," where he taught according to the Pestalozzian method. He ranks as a distinguished figure in pioneer education not only in Missouri but in the West. He worked for a system of common and compulsory schools in Missouri and he must have had some political influence in his state. See unpublished sketch by Dr. C. J. Hertich in files of the State Historical Society of Missouri; Louis Houck, *A History of Missouri* (Chicago, Donnelly, 1908), III, 68.

John J. Lowry was a physician and political figure in Missouri and served as first president of the Fayette, Missouri, branch bank of the Bank of the State of Missouri. See Shoemaker, *Missouri and Missourians*, I, 256, 503, 623.

Abel Rathbone Corbin was appointed to fill the place of Philip Cole who was appointed originally, but who resigned before any work was done. *Jeffer-*

system and included details for the creation of a state seminary for the training of teachers, at the same time making an eloquent plea that such a seminary was essential for the progress of the common schools. The report referred to "the incompetence of the great body of our present teachers" and proposed that if the general assembly thought advisable, a manual labor system could be adopted to enable students to defray the expenses of their board and tuition. If such expenses could not be earned without retarding the studies of the students, then the state should pay the tuition.<sup>15</sup> The arguments presented in support of the manual labor system were prophetic of the advantages advocated for work-experience programs in our modern teachers colleges.

This report merely went to the committee on education in the Senate<sup>16</sup> while the House gave it scant consideration.<sup>17</sup> The journals of the House and Senate give no light on its failure to receive attention.<sup>18</sup>

The House asked the Governor for his opinion regarding a common school system<sup>19</sup> and Governor Dunklin responded with a bill which was passed by both houses and became the 1835 school code.<sup>20</sup> Two other school bills were introduced but were indefinitely postponed,<sup>21</sup> and the resolutions of Abiel Leonard, strikingly similar to the report of the Hertich Commission, were postponed.<sup>22</sup> The bill which was eventually passed was permissive only; it bore no resemblance to the Hertich report or to the Leonard resolutions; no legislative action was taken regarding a seminary for training teachers;<sup>23</sup> and a general system of public education was yet to be established.

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*sonian Republican* (Jefferson City), March 21, 1835. Corbin was editor of the *Jeffersonian Republican* at the time of his appointment. See Knox, *op. cit.*, p. 119.

<sup>15</sup>The *Jeffersonian Republican*, December 6, 1834. The only copy of the Hertich report known to be in existence is that in the files of the *Jeffersonian Republican*.

<sup>16</sup>*Senate Journal*, 8th G. A., 1834-1835, pp. 99, 102.

<sup>17</sup>*House Journal*, 8th G. A., 1834-1835, p. 260.

<sup>18</sup>Knox, *op. cit.*, pp. 121-122.

<sup>19</sup>*House Journal*, 8th G. A., 1834-1835, p. 343.

<sup>20</sup>*Revised Statutes of Missouri*, 8th G. A., 1834-1835, pp. 561-570.

<sup>21</sup>*House Journal*, 8th G. A., 1834-1835, pp. 432, 433, 434.

<sup>22</sup>*Ibid.*, p. 299.

<sup>23</sup>Knox, *op. cit.*, pp. 126-129.



The school code of 1835 made no forward step toward setting up standards of qualifications for teachers. Governor Boggs voiced the general criticisms of the act in his second biennial message (1838). He not only criticized the insufficient financial provisions and the general system of organization, but expressed his belief in the need for a "Seminary of Learning," which would include a department for the training of public school teachers, and he proposed that a limited number of young men be trained at public expense in the best seminaries in the state.<sup>24</sup>

The Geyer Act of 1839 made relatively little change with regard to teacher examination and certification, but it did take a step toward centralization in handling public school problems by creating the office of state superintendent of common schools.<sup>25</sup> The act charged the township commissioner and the school inspectors in each township with examining and certifying teachers<sup>26</sup> and it set up a board of three to five inspectors for the town schools with the same powers.<sup>27</sup> In 1853 this power was transferred to the chief county school officer<sup>28</sup> and in 1866, the power was also granted to the state superintendent of public schools.<sup>29</sup>

An attempt to provide professional leadership for public school teachers was made by the Kelly Act of 1853. Not only was the separate office of the state superintendent of common schools restored (in 1841 the secretary of state had been made ex-officio superintendent) but the superintendent was given the responsibility of lecturing upon educational subjects at least once in each county during his term of office and of advising county school commissioners on professional matters.<sup>30</sup> Superintendent Henry, who served as superintendent of common schools during 1854, objected to this provision on the grounds of travel difficulties. He recommended

<sup>24</sup>Leopard and Shoemaker, *op. cit.*, I, 346.

<sup>25</sup>*Laws of Missouri*, 10th G. A., 1st Sess., 1838-1839, p. 114.

<sup>26</sup>*Ibid.*, pp. 130-131.

<sup>27</sup>*Ibid.*, p. 144.

<sup>28</sup>Knox, *op. cit.*, p. 163.

<sup>29</sup>Shoemaker, *Missouri and Missourians*, II, 668.

<sup>30</sup>*Laws of Missouri*, 17th G. A., 1852-1853, pp. 148-149.



that professional leadership be furnished by regional institutes for teachers and by county commissioners rather than by the individual efforts of the superintendent.<sup>31</sup>

#### AGITATION DEVELOPS FOR TEACHER TRAINING

During the 1840's there was sufficient need for and interest in securing trained teachers, that schools supported in part by county or local school funds began to offer free tuition to students who would agree to teach in the schools for a given time.<sup>32</sup> Such an arrangement was made by the Watson Seminary in Pike County in its charter of 1847.<sup>33</sup> The Platte County Male and Female Institute, incorporated on February 17, 1849, provided free tuition for one year to one boy and one girl who would agree to teach for twelve months after leaving school.<sup>34</sup> How many schools made such provisions has not been ascertained, but the free tuition idea in response to a teaching pledge was to find expression in the first state normal schools of Missouri.

Agitation for state normal schools gained considerable headway in Missouri during the last two decades preceding the War between the States, while the states of Massachusetts, Rhode Island, New York, Connecticut, New Jersey, Michigan, Illinois, and Pennsylvania<sup>35</sup> were establishing state-supported normal schools. The example of other states doubtless served as stimuli and the principle of legislative authorization of public schools (both for elementary and higher education) gained favor through the passage of the Geyer Act and through provision for the state university in 1839.<sup>36</sup> That legislative action did not go farther than approval of a normal professorship for the state university in 1849 may have been due to the fact that public attention was occupied with the growth of sectionalism and that the many private sectarian colleges

<sup>31</sup>Knox, *op. cit.*, p. 169.

<sup>32</sup>Shoemaker, *Missouri and Missourians*, II, 643-645.

<sup>33</sup>*Laws of Missouri*, 14th G. A., 1st Sess., 1846-1847, pp. 198-200.

<sup>34</sup>*Laws of Missouri*, 15th G. A., 1848-1849, pp. 195-196.

<sup>35</sup>Charles A. Harper, *A Century of Public Teacher Education . . .* (Washington, D. C., Hugh Birch-Horace Mann Fund, 1939), p. 69.

<sup>36</sup>*Laws of Missouri*, 10th G. A., 1st Sess., 1838-1839, pp. 112-148, 173-187.

established in Missouri during the 1850's met the educational needs of the people to some extent.

All through the 1840's and 1850's the reports of the state superintendent of common schools contained references to the great need for better trained teachers and proposed that the legislature provide some publicly supported plan for the education of teachers. James L. Minor,<sup>37</sup> Falkland H. Martin,<sup>38</sup> Ephraim B. Ewing,<sup>39</sup> J. W. Henry,<sup>40</sup> E. C. Davis,<sup>41</sup> and William B. Starke all presented arguments favoring facilities for training teachers. They cited examples in other states, called attention to the success of teachers' institutes, and to the provision for the normal professorship at the state university. William B. Starke became more insistent and specific, declaring that it was the duty of the state to establish a school to make a profession of teaching.<sup>42</sup> He considered the question of several separate institutions or one,<sup>43</sup> and in 1859 made the recommendation that four or five state normal schools were needed.<sup>44</sup> Starke made one more plea in 1861<sup>45</sup> and then war obscured the problem and no further recommendations were made until the war had ended.

<sup>37</sup>"Superintendent's [of Common Schools] Report," *Senate Journal*, 12th G. A., 1st Sess., 1842-1843, Appendix, p. 472; "Report of the Superintendent of Common Schools," *Senate Journal*, 13th G. A., 1st Sess., 1844-1845, Appendix, p. 88. James L. Minor was the second superintendent of common schools and the first secretary of state to act in such capacity.

<sup>38</sup>"Report of the Superintendent of Common Schools," *Senate Journal*, 14th G. A., 1st Sess., 1846-1847, Appendix, p. 125; "Fifth Report of the Superintendent of Common Schools," *House Journal*, 15th G. A., 1st Sess., 1848-1849, Appendix, p. 4.

<sup>39</sup>"Report of the Superintendent of Common Schools," *House Journal*, 16th G. A., 1st Sess., 1850-1851, Appendix, pp. 139-148; "Report [of the Superintendent of Common Schools]," *House Journal*, 17th G. A., Extra and Reg. Sess., 1852-1853, Appendix, pp. 283-296.

<sup>40</sup>"Report of the Superintendent of Common Schools," *House Journal*, 18th G. A., 1st Sess., 1854-1855, Appendix, p. 201.

<sup>41</sup>"Report of the Superintendent of Common Schools," *House Journal*, 18th G. A., Adj. Sess., 1855, Appendix, pp. 129-150.

<sup>42</sup>"Report of the Superintendent of Common Schools," *House Journal*, 19th G. A., Adj. Sess., 1857, Appendix, pp. 112-118.

<sup>43</sup>"Report of the State Superintendent of Common Schools," *House Journal*, 20th G. A., Reg. Sess., 1858-1859, Appendix, pp. 3-13.

<sup>44</sup>"Report of the Superintendent of Common Schools," *House Journal*, 20th G. A., Adj. Sess., 1859-1860, Appendix, pp. 243-272.

<sup>45</sup>"Report of the Superintendent of Common Schools," *House Journal*, 21st G. A., Reg. Sess., 1860-1861, Appendix, pp. 107-119.

In his second biennial message, as has been said, Governor Lilburn Boggs (1836-1840) advocated the establishment of a state seminary for the training of teachers although he did not propose a definite plan.<sup>46</sup>

Governor John Cummins Edwards (1844-1848) expressed himself in favor of teacher education. In his inaugural address in 1844, he declared that the legislature should adopt a system for preparing teachers of the common schools.<sup>47</sup> He referred to the problems of education in his biennial message of 1846, suggesting that teachers for the common schools could be trained very cheaply and effectively, and, if the legislature wished, he would outline the details of a plan for the purpose.<sup>48</sup> This plan, as described by Governor Edwards in his second biennial message in 1848, elaborately outlined a school on a manual labor basis with the senior students teaching the junior students under supervision.<sup>49</sup> To acquire the funds necessary for buildings and equipment to put such a school into operation, Governor Edwards proposed that the state military fund might be applied to the support of the school in return for a certain amount of training in military discipline for boys in the common schools during recreation hours, or that several townships combine their school funds for putting a school into operation.<sup>50</sup> Within the plan were evidences of the principles of Bell, Lancaster, Pestalozzi, and Fellenberg.<sup>51</sup>

John Hiram Lathrop, the first president of the University of Missouri, was one of the most forceful promoters of teacher education at public expense.<sup>52</sup> President Lathrop, in an address to the general assembly in 1842, declared that one of the most important functions of a state university was the

<sup>46</sup>Leopard and Shoemaker, *op. cit.*, I, 346.

<sup>47</sup>*Ibid.*, II, 58.

<sup>48</sup>*Ibid.*, p. 74.

<sup>49</sup>*Ibid.*, pp. 113-116.

<sup>50</sup>*Ibid.*, pp. 118-120.

<sup>51</sup>Claude A. Phillips, "The Origin and Development of Agencies for the Training of Teachers in the State of Missouri," *Bulletin, Central Missouri State Teachers College*, XX (March, 1920), 33.

<sup>52</sup>Personal conference with the late Dr. Jonas Viles, professor of history, emeritus, University of Missouri, Columbia, Missouri.

training of teachers. He envisaged the university as the capstone of the common school system of the state and as exercising leadership in the training of teachers. Possibly, too, President Lathrop believed that the creation of separate normal schools would be ruinous to the university which was just getting under way. Governor Edwards' rather vague leaning toward normal schools apart from the university may have encouraged Senator James S. Rollins to introduce a bill in the legislature for a university normal professorship in 1847. This bill, which was rejected, provided that the normal professor become the ex-officio superintendent of education for the state and outlined the rather popular scheme of the time for stimulating attendance by offering free tuition to a limited number of students in return for a promise to teach in Missouri for a given time.<sup>53</sup> A normal professorship was provided for the university in 1849<sup>54</sup> but lack of appropriations made an appointment impossible until 1856 when the position was filled for three years. The ingenious free tuition plan was never carried out.<sup>55</sup> The creation of the position of a normal professorship represents the first definite legislative enactment for teacher education in Missouri, and it offers proof of the strength of the teacher training forces in Missouri.

#### INFLUENCE OF TEACHERS' INSTITUTES AND THE STATE TEACHERS ASSOCIATION

County teachers' institutes seem to have developed voluntarily out of the need for teacher training facilities. The date of origin is obscure, but there are evidences of their existence during the forties and certainly during the fifties. Ephraim B. Ewing reported in 1850 the teachers' institutes had proved effective where they had been held.<sup>56</sup> In 1855, the report of E. C. Davis referred to teachers' institutes which, he said,

<sup>53</sup>Jonas Viles, *The University of Missouri; a Centennial History* (Columbia, University of Missouri, 1930), pp. 33, 34.

<sup>54</sup>*Laws of Missouri*, 15th G. A., 1848-1849, pp. 130-131.

<sup>55</sup>Theophil William Henry Irion, "The School of Education," *The University of Missouri; a Centennial History* by Jonas Viles, ch. 13, p. 360.

<sup>56</sup>"Report of the Superintendent of Common Schools," *House Journal*, 16th G. A., 1850-1851, Appendix, p. 8.

were springing up in a number of counties.<sup>57</sup> The resolutions of the organization meeting of the Missouri State Teachers Association express the most authentic opinion of the value and efficiency of the county institutes. The first state teachers' convention in Missouri, which was held in St. Louis in May, 1856, offered a resolution to the state legislature stating that teaching should be regarded as a profession and that institutes should be set up in every Congressional district.<sup>58</sup>

These resolutions indicate that county teachers' institutes had already proved their usefulness, but at the same time indicated a need for improvement by asking for financial support to pay normal professors. Public schools increased rapidly in Missouri after 1853,<sup>59</sup> and the institute movement accompanied this increase. The extent to which teachers' institutes were held prior to 1860 has not been determined. A report made at the annual meeting of the State Teachers Association in St. Louis in 1860 gave a rather gloomy view of the institutes.<sup>60</sup>

The interest of teachers themselves in state support of professional training was expressed both in resolutions to the general assembly and in the formation of the State Teachers Association. The Cooper County Teachers Association sent a memorial to the Nineteenth General Assembly petitioning for the establishment of a state normal school.<sup>61</sup> The Henry County Teachers' Institute sent a petition for a normal school to the Twentieth General Assembly.<sup>62</sup> When the first state teachers' convention was held in May, 1856, one hundred and ten delegates were present from twenty of the one hundred

<sup>57</sup>"Report of the Superintendent of Common Schools," *House Journal*, 18th G. A., Adj. Sess., 1855-1856, Appendix, p. 141.

<sup>58</sup>*Weekly Missouri State Journal* (Columbia), May 29, 1856.

<sup>59</sup>In the year 1856 the number of children in attendance at the schools was 97,557, while in 1859 it was 171,000. The amount of money paid for education in 1856 was \$379,000; in 1859 it was \$691,000; the amount raised by taxation in 1856 was \$32,000; in 1859, \$193,000; of the number of children enrolled during 1860, 100,000 were without any visible means of education. *Tri-Weekly Missouri Republican* (St. Louis), December 29, 1860, as corrected by the "Report of the Superintendent of Common Schools," *House Journal*, 19th G. A., Adj. Sess., 1857, Appendix, p. 114.

<sup>60</sup>*Tri-Weekly Missouri Republican*, December 29, 1860.

<sup>61</sup>*House Journal*, 19th G. A., Adj. Sess., 1857, Appendix, pp. 137-138.

<sup>62</sup>*House Journal*, 20th G. A., Reg. Sess., 1858-1859, Appendix, p. 45.

and seven counties in Missouri.<sup>63</sup> Only the organization of a permanent state teachers' association took precedent over consideration of the establishment of a state normal school.

The formation of the State Teachers Association of Missouri gave Missouri teachers a voice and status they had not possessed before. The organization meeting held in May, 1856, was notable not only for its intrinsic importance but because of the attendance at the meeting of Horace Mann, the moving power in the national trend toward professional training of teachers.<sup>64</sup> Horace Mann addressed the convention both on the objects and advantages of normal schools and on the "motives that should actuate teachers in the pursuit of their high and holy calling." Professor Swallow of the University of Missouri presented his opinion of the status of education in the state. While doing extensive traveling over the state during the previous year, Professor Swallow had observed many poor and defective schools. He felt that the state spent enough money but that unity and concentration of effort could be obtained by first establishing a normal school. He insisted that the states which peopled Missouri did not have an abundance of teachers to send to Missouri, that few teachers came from the eastern states, and that it was far more desirable to supply teachers from Missouri's own citizenry. The convention adopted a resolution stating that it felt the establishment of normal schools and teachers' institutes to be of vital importance; that the condition of the school system of the state demanded the immediate establishment of such schools under the control of the legislature of the state; and that the convention would pledge itself to help accomplish this by all means in its power.<sup>65</sup>

A committee of seven from the convention was appointed to memorialize the general assembly for the creation of a state normal school. This memorial, which was presented to the Senate and House in 1857, constitutes a complete analysis of the problems of teacher training.<sup>66</sup> It became the practice

<sup>63</sup> *Weekly Missouri State Journal* (Columbia), May 29, 1856.

<sup>64</sup> *Loc. cit.*; Phillips, *op. cit.*, pp. 33-34.

<sup>65</sup> *Weekly Missouri State Journal*, May 29, 1856.

<sup>66</sup> *Senate Journal*, 19th G. A., Reg. Sess., 1856-1857, Appendix, pp. 248-250; *House Journal*, 19th G. A., Adj. Sess., 1857, Appendix, pp. 133-136.

of the association to petition each session of the legislature. As an outgrowth of these memorials and of other forces, at least one normal school bill was introduced in each session of the legislature between 1855 and 1860.<sup>67</sup>

As so frequently happens, cities and small local communities take the lead in movements before state initiation of activity can get under way. On October 28, 1857, a free, public normal school was opened in St. Louis to meet the need of St. Louis for qualified teachers for the public schools of the city.<sup>68</sup> Ira Divoll was superintendent of schools at the time. This first public normal school for teachers west of the Mississippi was to become Harris Teachers College in 1910. Richard Edwards, the first principal of the school, had come from Massachusetts where he had had experience in the management of a state normal school.<sup>69</sup> A decade of sectional unrest and war was to follow before other normal schools were established in Missouri.

#### DEVELOPMENTS 1860-1870

Almost immediately upon the close of the War between the States, Missourians attacked their local and state educational problems with renewed vigor, motivated by the decline of schools and cultural activity during the war and stimulated by new leadership. The Constitution of 1865 represented the first forward step in educational reconstruction and supplied impetus for subsequent developments. The Radical group within the Republican party dominated the state politically between 1864 and 1870. This group was responsible for the Constitution of 1865 which included the most generous provisions for both elementary and higher education<sup>70</sup> that had yet been made in Missouri even though the supply of teachers may have been crippled by the test oath until it was declared unconstitutional.<sup>71</sup> Radical school legislation was

<sup>67</sup>Shoemaker, *Missouri and Missourians*, II, 669; Knox, *op. cit.*, pp. 180-181.

<sup>68</sup>Shoemaker, *Missouri and Missourians*, II, 668.

<sup>69</sup>Floyd C. Shoemaker, ed., *Missouri, Day by Day* (Columbia), State Historical Society, 1942), II, 300.

<sup>70</sup>Viles, *op. cit.*, p. 116; Shoemaker, *Missouri and Missourians*, I, 946-952.



especially progressive, although not too well received, as was evident from criticisms of Superintendent Parker and from the reform bills which were introduced into the legislature when the Liberal Republicans came into power.<sup>72</sup> The Constitution of 1865 provided for a normal department in the state university and the department was created when the first appropriation to the university from the general revenue was made in 1867.<sup>73</sup> Constitutional recognition was thus given to teacher preparation.

Immigration statistics also offer an explanation of the changing attitude toward education and the training of teachers. German immigration to Missouri during the 1840's and 1850's brought a large foreign-born population into Missouri<sup>74</sup> and also brought a group of people sincerely concerned with intellectual development as evinced by the St. Louis philosophical movement.<sup>75</sup> By the 1860's the greatest percentage of increase in native immigration to Missouri had shifted from the states of Kentucky, Tennessee and Virginia, as in 1850, to those of New York, New England, Iowa, Pennsylvania, and the Old Northwest.<sup>76</sup> The normal school movement was already well under way in these states. The non-native educational leaders of the period reflect this change. Richard Edwards, the first principal of the St. Louis normal school, had received his training in Massachusetts.<sup>77</sup> William Torrey Harris, educator and philosopher, came from Connecticut to St. Louis in 1857 and began to teach in the public schools of St. Louis. He became superintendent of the St. Louis schools in 1868.<sup>78</sup> John Hiram Lathrop, first president of Missouri University, was a native of New York and a graduate of Yale. In 1865 he became president of the university a second time after having served as chancellor of the state universities of Wisconsin and of Indiana.<sup>79</sup> Professor Joseph

<sup>71</sup>Shoemaker, *Missouri and Missourians*, I, 959-960.

<sup>72</sup>Viles, *op. cit.*, p. 118; Shoemaker, *Missouri and Missourians*, II, 663.

<sup>73</sup>Irion, *op. cit.*, p. 360.

<sup>74</sup>Shoemaker, *Missouri and Missourians*, I, 793.

<sup>75</sup>Shoemaker, *Missouri, Day by Day*, II, 97.

<sup>76</sup>Shoemaker, *Missouri and Missourians*, I, 793-794.

<sup>77</sup>Shoemaker, *Missouri, Day by Day*, II, 300.

<sup>78</sup>*Ibid.*, II, 166.

<sup>79</sup>*Ibid.*, I, 61-62.



Baldwin, who founded the North Missouri Normal at Kirksville in 1867, was born in Pennsylvania and completed his college work at Bethany College in West Virginia. He had opened the Platte City (Missouri) Academy in 1852 and then became principal of the Normal Institute at Savannah, Missouri, a young ladies boarding school for the training of teachers. In 1870, the majority of the teachers in the public schools of Warrensburg, a typical Missouri town, had had training in institutions of higher learning in the states of Pennsylvania, Massachusetts, New York (Oswego), Ohio, and Illinois.<sup>80</sup>

The Missouri State Teachers Association drafted an extensive and able memorial to the legislature of 1866.<sup>81</sup> The state superintendent of public schools again began to call the attention of the legislature to the need for normal schools.<sup>82</sup> Superintendent T. A. Parker recommended a detailed plan of normal schools to the Twenty-fifth General Assembly, in which he proposed six normal districts. In the schools to be established, the state would assume the support of the board of instruction only. The county and local community in which the school was located would provide for all expenses of lands, buildings, and equipment. Graduates of the schools would be expected to teach for two years in the state. Parker suggested, too, that graduates of the normal schools might receive their diplomas from the president of the state university because the university was the crown of the public school system of which the normal school was an intermediate chain. He also explained that the college of normal instruction at the university would offer a higher degree of instruction than could be offered in the normal schools. He advocated that state school moneys and contributions from the teachers be used to finance teachers' institutes and that teachers be given credit for time spent in attending institutes with no deduction in wages or in teaching days because of such attend-

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<sup>80</sup> *Warrensburg Standard*, September 15, 1870.

<sup>81</sup> "Report of the Superintendent of Public Schools," *House Journal*, 24th G. A., 1st Sess., 1867, Appendix, p. 197.

<sup>82</sup> "Report of the Superintendent of Public Schools," *House Journal*, 24th G. A., Adj. Sess., 1868, Appendix, pp. 17-20.

ance.<sup>83</sup> In his report to the adjourned session of the Twenty-fifth General Assembly, Parker reduced the number of proposed normal schools to four and suggested that they be established one by one.<sup>84</sup>

By the late 1860's, school leaders seemed to feel confident that legislation would be forthcoming soon and began to plan their activities accordingly. Enterprising cities and towns also began to foresee the possibilities inherent in the location of normal schools. Just how much influence may be attributed to the Normal School of the Board of Education in St. Louis cannot be ascertained. Certainly the normal school of the metropolis of the state could not fail to serve as an example. Sessions of the State Teachers Association held in St. Louis gave all teachers and educational leaders of the state an opportunity to see a normal school at work. When Professor Baldwin came from Indiana in February, 1867, he frankly stated his purpose of creating an institution which "was established and has been conducted with the expectation that it would be adopted as one of a system of State Normal Schools."<sup>85</sup> The result was the establishment of the North Missouri Normal at Kirksville in September, 1867.<sup>86</sup> It was in 1867 also that a normal department for the University of Missouri was provided for in the university appropriations.<sup>87</sup> At least three other normal schools were opened in Missouri in 1868 and 1869. Missouri Normal University at Marionville was created in 1868 by the Lawrence County Teachers Institute.<sup>88</sup> Central Normal School in Sedalia opened in the summer of 1869<sup>89</sup> and was organized on a yearly basis that fall.<sup>90</sup> Subsequent events leave little doubt but that Professor George P. Beard established this Central Normal School in Sedalia with the same hope in mind as Professor Baldwin.

<sup>83</sup>"Report of the Superintendent of Public Schools," *Appendix to the House and Senate Journals*, 25th G. A., Reg. Sess., 1869, pp. 16-23.

<sup>84</sup>"Fourth Report of the Superintendent of Public Schools," *Appendix to the House and Senate Journals*, 25th G. A., Adj. Sess., 1870, pp. 47-48.

<sup>85</sup>*Ibid.*, p. 114.

<sup>86</sup>Shoemaker, *Missouri, Day by Day*, I, 208.

<sup>87</sup>Irlon, *op. cit.*, p. 360.

<sup>88</sup>Shoemaker, *Missouri and Missourians*, II, 669.

<sup>89</sup>*Sedalia Times*, July 24, 1869.

<sup>90</sup>*Sedalia Times*, September 2, 1869.

Previously, Professor Beard had been a member of the committee of the State Teachers Association which drafted the normal school memorial to the legislature in 1866,<sup>91</sup> and had served as secretary of the state association in 1867.<sup>92</sup> Fruitland Normal Institute opened near Jackson in Cape Girardeau County in 1869.<sup>93</sup> The quick succession in which these schools were created suggests that their establishment represented the culmination of a movement which had been gaining momentum in the state as well as in the nation.

#### THE NORMAL SCHOOL BILL OF 1870

During 1869 and 1870, school men and legislators came into closer agreement in their proposals for normal schools than they had formerly, and opinion at last crystallized sufficiently to allow the passage of a normal school bill in 1870. Senator Wells H. Blodgett of Warrensburg introduced a bill in the state Senate in 1869.<sup>94</sup> At the same time, a bill was also introduced in the House but little encouragement was offered in either house and no final action was taken in 1869. In the adjourned session of the same general assembly, amendments were considered and there evolved the normal school act of March 19, 1870.<sup>95</sup> Strangely enough, Superintendent T. A. Parker, who had so extensively advocated the creation of normal schools in Missouri, was silent on the subject in his report of 1870, thereby reducing the official information which might have been obtained on the passage of the act.

The idea of teacher education for Negroes in Missouri developed originally among the soldiers of the Sixty-second and Sixty-fifth regiments of U. S. Colored Infantry while they were stationed in Texas in 1866. White leaders in the movement were Sergeant Corodon Allen and Lieutenant R. B. Foster who were assisted by J. Milton Turner, a well-known Missouri Negro educator. With \$6324.50, contributed mostly by the Negro soldiers from Missouri, Lincoln Institute was

<sup>91</sup>"Report of the Superintendent of Public Schools," *House Journal*, 24th G. A., 1st Sess., 1867, Appendix, p. 17.

<sup>92</sup>Phillips, *op. cit.*, p. 259.

<sup>93</sup>Shoemaker, *Missouri and Missourians*, II, 669.

<sup>94</sup>*Senate Journal*, 25th G. A., 1st Sess., 1869, p. 137.

<sup>95</sup>*Laws of Missouri*, 25th G. A., Adj. Sess., 1870, pp. 134-136.

organized in Jefferson City in 1866 and was incorporated by the general assembly, although the general assembly did not assume control of it until 1879.<sup>96</sup> In the meantime, February 14, 1870, the legislature passed an act to extend the privileges of a normal school to the institute if the trustees should acquire property valued at not less than fifteen thousand dollars.<sup>97</sup>

The normal school act of March 19, 1870, created two normal districts, the first to include all the counties north of the Missouri River and the second to include all of the counties south of the river except St. Louis County. A single board of seven regents was provided to manage both schools.<sup>98</sup> Three of the regents constituted the State Board of Education (state superintendent of public schools, secretary of state, and attorney-general of the state), while the Governor was to appoint two regents from each district.<sup>99</sup> The act prescribed the process by which the counties and cities might bid for the location of the schools. No attempt at location was to be made for six months, and six weeks were to be allowed for receiving bids and finally locating the schools. Cities and counties might subscribe such sums as two-thirds of the qualified voters should specify, the sums to be paid for by the issuance of bonds running twenty years and bearing interest not exceeding ten per cent.<sup>100</sup>

#### THE LOCATION OF THE FIRST TWO STATE NORMAL SCHOOLS

In the second normal district south of the Missouri River, the chief contest for the location of the normal schools lay between Sedalia and Warrensburg. State Senator Wells H. Blodgett of Warrensburg, as well as Captain M. U. Foster,

<sup>96</sup>Shoemaker, *Missouri and Missourians*, II, 672.

<sup>97</sup>*Laws of Missouri*, 25th G. A., Adj. Sess., 1870, pp. 136-137.

<sup>98</sup>In 1874, after the general assembly had provided for a third normal school in 1873, separate boards of regents were appointed for the three schools. *Laws of Missouri*, 1873, pp. 79-81.

<sup>99</sup>Members of the first board of regents were as follows: State Superintendent T. A. Parker, Attorney-General J. B. Johnson, Secretary of State Francis Rodman; Superintendent E. B. Neeley of St. Joseph and Professor Joseph Baldwin of Kirksville, representing the first district; J. R. Milner of Springfield and General G. R. Smith of Sedalia, representing the second district. Mrs. H. H. Baas, compiler, *History of Central Missouri State College* (unpublished), I, 38.

<sup>100</sup>*Laws of Missouri*, 25th G. A., Adj. Sess., 1870, pp. 134-136.

Dr. A. W. Reese, Colonel A. W. Rogers, General Warren Shedd, and Madison Babcock, all of Warrensburg, had worked for the passage of the normal school bill in 1869 and 1870.<sup>101</sup> By 1870, the people of Warrensburg, generally, began to express their interest in securing the location of the school,<sup>102</sup> and Republicans and Democrats alike worked together in a non-partisan cause.<sup>103</sup> In October, 1869, a mass meeting of the citizens of Sedalia was held to consider measures that might secure the establishment of the state normal school at Sedalia.<sup>104</sup> As soon as the normal bill passed the legislature, Professor Beard was urging Pettis County and Sedalia to secure the school.<sup>105</sup> The Board of Regents met in Jefferson City on December 1, 1870, and announced the location of the normal school for the first district at Kirksville in Adair County and for the second district at Sedalia.<sup>106</sup> There was sufficient opposition to the selection for the second district, however, to induce the board to reconsider, and on December 4, in Sedalia, it was decided to hold the bids open until December 22, 1870, and not to make a final decision before December 26.<sup>107</sup> All bids containing offers of lands or buildings were to be sent to the state superintendent of public schools for examination before the meeting of the board.

When the Board of Regents met again, the final decision was made with regard to the normal school for the first district north of the Missouri River. The offer of Kirksville and Adair County was reaffirmed on December 29 and Kirksville became the home of the first state normal school in Missouri. Adair County had offered \$76,400 in the form of buildings, bonds, and land, and the building of the North Missouri Normal School was included. The State Normal School for the First Normal District of Missouri opened its doors im-

<sup>101</sup>Ewing Cockrell, *History of Johnson County, Missouri* (Topeka, Historical Publishing Co., 1918), p. 143.

<sup>102</sup>*Warrensburg Standard*, June 9, 1870.

<sup>103</sup>Cockrell, *op. cit.*, pp. 143-144.

<sup>104</sup>*Sedalia Times*, October 28, 1869.

<sup>105</sup>*Sedalia Times*, March 24, 1870.

<sup>106</sup>*Warrensburg Standard*, December 8, 1870.

<sup>107</sup>*Warrensburg Standard*, December 15, 1870.

mediately on January 1, 1871, in the North Missouri Normal building, with Professor Joseph Baldwin as president.<sup>108</sup>

The reaffirmed decision of the Board of Regents on December 16, to locate the normal school for the second district at Sedalia, was met with indignation and renewed protest by the citizens of Johnson County and of Warrensburg. The newly appointed Board of Regents, which came into office on January 1, 1871,<sup>109</sup> decided that the case merited investigation and delayed action on the December decision.

From December 8, 1870, until April 26, 1871, the normal school contest between Warrensburg and Sedalia occupied the "best and most untiring energies of the keenest intellects of the two counties."<sup>110</sup>

The people of Warrensburg could not understand why the decision had favored Sedalia when Johnson County had offered a larger bid than Pettis County. Johnson County had offered \$128,000 in bonds which were later sold for \$100,000 in cash, the city of Warrensburg had offered \$45,000 in bonds, and private individuals of the city and county had donated sixteen acres of land. Pettis County had subscribed \$50,000 in county bonds, \$25,000 in bonds of the town of Sedalia, and \$50,000 in cash, as well as ten acres of land.<sup>111</sup> Arguments and recriminations declared by both sides confused the merits of the bids. The real problem involved seems to have been the manner in which the bids measured up to the standards set by the Board of Regents.

On April 26, the Board of Regents made the final decision and announced Warrensburg in Johnson County as the location

<sup>108</sup>Lucy Simmons and P. O. Selby, "The Northeast Missouri State Teachers College and Its Founder Joseph Baldwin," *Missouri Historical Review*, XXII (January, 1928), 157-170.

<sup>109</sup>The new board of regents consisted of the following: State Superintendent Ira Divoll (later replaced by J. Monteith upon Divoll's death June 26, 1871), Attorney-General A. J. Baker, Secretary of State E. F. Weigel; E. B. Neeley of St. Joseph and B. G. Barrow of Macon City (later replaced by N. G. Ferguson of Louisiana), representing the first district; J. R. Milner of Springfield, and A. E. Zuendt of Jefferson City representing the second district. Bass, *op. cit.*, p. 50; *First Catalogue of the Officers and Students of the State Normal School at Warrensburg, Missouri* (St. Louis, 1871), p. 2.

<sup>110</sup>*Warrensburg Standard*, May 4, 1871.

<sup>111</sup>*Bulletin of the State Normal School*, I (May, 1902), 5; *Warrensburg Standard*, January 5, 1871.

of the State Normal School for the Second Normal District of Missouri.<sup>112</sup>

At the same meeting in which the normal school for the second normal district was located at Warrensburg, the Board of Regents made definite arrangements for the immediate opening of the school.<sup>113</sup> It was decided to open the school in the new Warrensburg school building<sup>114</sup> which had been leased for that purpose, and a faculty was employed with Professor George P. Beard as principal. The State Normal School for the Second District of Missouri opened its doors on May 10, 1871.<sup>115</sup> The corner stone of the first building of the institution was laid on August 16, 1871.<sup>116</sup>

The principle of state support for teacher education in Missouri had been incorporated in legislation thirty-six years after the Hertich report had been made to the general assembly and within the first fifty years of statehood. At approximately the same time that the first two state normal schools were authorized, the general assembly extended the privileges of a normal school to Lincoln Institute (later Lincoln University). The two normal schools located at Kirksville and Warrensburg, Lincoln Institute, and the normal college of the state university were to be augmented eventually by three additional state normal schools.

<sup>112</sup>The *Sixth Annual Report of the Superintendent of Public Schools* (Jefferson City, 1872), p. 136 gives the agreement which was entered into by the Board of Regents which called for the erection of a building of a cash value of \$200,000 to be erected on twenty acres of land which had been donated.

<sup>113</sup>*Warrensburg Standard*, May 4, 1871.

<sup>114</sup>The Foster School building (southeast of the Maguire Street bridge, which had been completed in the fall of 1870, consisted of four large and spacious rooms and two halls, heated by two large "furnaces." The seats were "comfortable and magnificent." *Warrensburg Standard*, November 24, 1870.

<sup>115</sup>*Warrensburg Standard*, May 11, 1871.

<sup>116</sup>*Warrensburg Standard*, August 17, 1871.



## A MISSOURI FORTY-NINER'S TRIP ACROSS THE PLAINS

BY JAMES B. EVANS\*

Frenchman's Bar, Middle fork of Yuba River,  
Yuba County, California.

Sunday, October 27<sup>th</sup>, 1850.

Dear Brother Ellis.—

To you I owe many apologies, for my long silence since arriving in the Gold Mines of California; since I have been in California I have written but 3 letters: 2 to Caledonia and one to Father. The reason of this is—1<sup>st</sup> I wanted to be in the mines long enough to be able to write the truth about them for once since their discovery; 2<sup>nd</sup>ly I have got to despise the task of writing; my hourly expenses here are so enormous that I cannot take time to write except on the Sabbath—and then I feel like resting both body and mind.

But nothing could give me more pleasure than the reception of letters from any of my people; but I have never received but one letter from any of my people, and that was from Caledonia; it gave me great satisfaction; it was dated on the 1<sup>st</sup> day of June; and left her well, as well as my little romping William. She stated that she had got one letter from you just before she wrote, and that you were all well, but that you had some symptoms of taking the *Marrifobia*! Also, that you, in

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\*This letter was addressed to Mr. Ellis G. Evans, Meramec (Iron Works), Crawford County, Missouri, United States. It was postmarked January 8, [1851].

The original of this letter was donated to the State Historical Society of Missouri by Miss Claire D. Evans, a native Missourian, now living in Fargo, North Dakota. She is a grandniece of the James W. Evans who wrote the letter and a granddaughter of the Ellis G. Evans to whom it is addressed. Ellis G. Evans and James W. Evans were the sons of William Evans who was brought to Missouri by his grandmother Sarah Barton Murphy. The latter was, by an unusual circumstance, both the step-grandmother and aunt of United States Senator David Barton.

[illegible]

I may however tell you this much; that it is (according to an accurate estimate) 2114 miles across the Plains of which distance it is 1178 miles across the Rocky Mountains. The Plains commence in the Western edge of Missouri, continue up North Platt, South Platt, Sweet Water, over the entire Rocky Mountains—whose peaks are as bare as a millstone—high stupendous, piles of ragged Granite rocks—on—the Plains continue across Green River (a river without even a shrub on its banks)—over hills by thousands—sandy deserts—salt plains—soda lakes—beer springs—hot springs—tar springs—poison springs—on—on yet the Plains continue down the entire length of Humboldt River until that river (some places 3 miles wide) wastes itself away and sinks in the sandy desert that has now become intolerable—affording no vestige of vegetation or animal life. Nothing is seen but sand—sand—sand—the blue sky—dead cattle—oxen, horses, and mules—bones—bones—and human skulls. It is 2500 miles from here to where I live in Ark.

To be brief I will enumerate one thing at a time. 1<sup>st</sup> comes the dark side of the picture: Hostile Indians, standing guard the whole trip, cooking for a mess of 8 men 3 times a

\*Twenty-five thousand dollars.

day—without wood—using for fuel a kind of a shrub found also in the deserts of Africa & Arabia called "wild sage:" bad water or none at all. This water was, after getting to South Platt, very bad: Poison springs were very common—where a draugh of water would produce death in a few minutes. I have known 500 oxen poisoned at one spring in one night among the Rocky Mountains: several men drank & died & were buried—I have seen their new graves with a caution to Emigrants tacked to the head board—or stick—of the grave. Many have I known—yes hundreds who died by drinking the water. I was poisoned twice but we had a Doctor in our mess who cured me. I almost broke myself of drinking water at all—but then the coffee would make me sick.

The road was crowded with Emigrants pressing on—no end to waggons—one continual train two thousand miles long—lashing their teams—cursing and moving on—and on you move through the same scenes & country every day; the next day it is the same scene over again as if it was the identical same part of the road; you almost fancy that you are still traveling over road where you have traveled days and weeks before. You feel as if you were out of the world, traveling on some strange pilgrimage, you care not where; you hear nothing from the world. Every object looks gloomy and wears a singular sameness. When you see even a gun fired off—you fancy yourself close by it—you see the smoke but cannot hear the report 3 hundred yards. You stop at night wearied to death with traveling and camp in sight of where you started from in the morning; if you are permitted to sleep you cast yourself down on the ground, dust—or sand, cover with thick blankets and there nearly freeze to death. The nights are invariably cold—and the days generally amazingly [blank in manuscript] and dusty beyond description. When you come to a river it [blank] desert—no vegetation on it—no trees, no shade of any kind can you ever find for more than a thousand miles.

When we got on Humboldt River (on some maps it is called Mary's River and on some it is called Ogdens or "Unknown River.") We found it a perfect mudhole all the way—

and it was 300 miles long; we traveled down it until it sunk in in the sand—which took us 21 days—on account of the great number of muddy sloughs that we had to bridge with grass & willow bushes to get the waggons over—Our mules mired a thousand times; we had to wade and lead them across one by one. Finally, before getting to the sink of Humboldt we had to leave all our waggons and pack our mules. The River was full of dead cattle, horses, and mules and we were compelled to use the water. The snows in the mountains were heavier than had been known to the Trappers for 20 years, and that kept the River up: Humboldt was sometimes from mountain to mountain—3 miles wide—which crowded us out of the valley over high rocky peaks that nothing but the wild antelopes, wild goats & sheep and howling jackalls could climb among with safety. On the last 150 miles of Humboldt River the grass was invariably on the islands; we had frequently to swim over and cut grass or if there was no grass—willow bushes to feed our 18 mules upon! I was wearied to death, all the Emigrants were worn out—every body complained of having no strength.

While among the Rocky Mountains in Oregon I took the Mountain fever and came near dying. I took sick on the 4<sup>th</sup> day of July, I had got off my mule and wallowed in the snow which was 3 or 4 feet deep, and that evening I took sick. Dr. Spring gave me medicine immediately, but medicine had no effect on me for two days, the Dr. got alarmed and called in another Physician; I suffered very much, was hauled in the carriage over mountain peaks 2 & 3 thousand feet high; but I got well and in 5 days after I was taken I commenced cooking again—for I was the cook, but I was hardly able to stand up. Most of the Emigrants had to be climated by a brush of the Mountain fever (similar to the Billious fever—but attended with more pain in the bones—with a great inclination of blood to the head.) No wonder then that the Emigrants were weak on the Humboldt River.

Men got so that they cared not for their fellow beings—and cared but little for themselves; one man on Humboldt River despaired ever getting to California (for we had now

traveled several hundred miles further than we thought the distance was to California—were out of flour—& meat & were living on scanty allowance of rice, fruit and beans—and had been for about 6 or 8 hundred miles on half rations; had frequently been told that two or 3 hundred miles would land us in California—had traveled 3 or 4 hundred miles and now learned that it was from 5 to 6 hundred. While many were on the point of starvation—some were eating their mules, and some were eating carcasses of dead cattle!) This man I spoke of took a pistol and deliberately blew out his own brains. And a negro man deliberately plunged into Humboldt River and drownd himself. Another negro went off half a mile from the road and lay down to conceal himself in the hot sand. He was found dead; a little sand was thrown over him to conceal him—and was left there.

(Part 2nd)

It is said that 60 dead men were found by the Emigrants and pulled out of Humboldt River; it was perfectly stagnant & green with dead cattle—& yet we had to drink it. For 3 hundred miles I never got a good breath on account of dead cattle. I saw more dead oxen on the road than I ever saw live ones during the 1<sup>st</sup> 28 years of my life—no less than 4—5—or 6 thousand.

We left the sink of Humboldt River about 2 hours before sunset on a certain day and traveled on through the Desert. This desert is just 50 miles across & had to be crossed in the night on account of having no water—grass—not nothing else but sand. About the middle of the Desert is a cluster of Hot-boiling Springs—acted on by volcanic eruptions. When night came I felt nearly famished for water, my canteen of green Humboldt water had given out long since—but on and on we traveled—through Egyptian darkness; the horses & mules one after one were giving away & were left to die.

But on we went and about midnight came to the Boiling springs. I could hear the water boiling; I dismounted and approach one; the ground on which I stood was warm & emitted a sulphurious steam. I found that the springs were noth-

ing but round holes in the ground, less than the mouth of a washing tub and that the water every few minutes would retreat—or sink out of reach and then in a few minutes boil over. Not knowing much about them—and caring less I reached my canteen down at arms length into one of the round cavities and scalded my hand slightly; I then held by the leather strap and let it down again until it was full; just then a cavity about six feet from me exploded with a tremendous bubbling noise, the hot water shooting high above the ground and running in every direction; it was so dark I could see nothing but hastened away. The water in my canteen was so hot I could not endure it hanging to my side, so I suspended it to the horn of my saddle until it cooled—and then I could not drink it—it was so muddy & so strong with sulphur, & so I poured it out—and satisfied my thirst as well as I could by eating dried apples.

Learning that a beautiful River called Trucky at the foot of the great range of Sierra Nevada Mountains was not more than 25 miles further I determined to get there before I stopped. The company all stopped about a mile from the volcanic springs and lay down on the sand to rest until morning, except myself and 3 or 4 other men and we pushed on. When daylight came we found that we were in sight of the Sierra Nevada Mountains—which range forms the Eastern line of California. We had reason to believe that the river lay between us and the mountains but as the road made several circumlocutions around the sand hills, we knew not at what point we would strike the Mountains. After sunrise it grew amazingly hot—our mules poked along very slow. We passed men who said they were about to famish for water. One man who was walking did refuse to go any further and in despite of the entreaties of his two friends lay down on the sand in the hot sunshine—resolved to die, and his companions had to leave him to his fate. I felt very faint myself but rode on resolved to get as far as I could, as I judged I was not more than 6 miles from the water.

Presently I met a friendly Indian; those poor savages who had—during the trip shot arrows at us at night—and had killed

several emigrants—had killed one man on guard in sight of where I was on Humboldt—even they were moved with sympathy—and here came the Indian nearly naked—walking barefooted in the hot sand—with a bucket—a little tin bucket—of water for the famishing Emigrants! When we met he offered me the bucket exclaiming, "Watty, Watty, Oh! white man—watty!" I could not help shedding a tear—but refused to drink telling him that there were men behind me who were famishing for water worse than me, to carry it to them. He held up his fingers to show me that I was within 4 miles of water—and to show that it was plenty he walked as if he was wading and then showed me how deep it came to his legs. He went on, and I afterwards learned that he came up to the famishing man and after giving him two or 3 drinks of water brought up an Indian poney, put the white man on him and took him on until he came to Trucky River! Oh! such generosity! and pray, why do not those Emigrants who are ahead have the same feelings of humanity?

After riding a mile further some men who were on foot—& about a mile ahead of me getting on a gentle rise got in sight of the River. They stopped short, and pulling off their hats, they faced toward me and waving their hats over their heads they rent the air with their wild screams of joy. Presently I came insight of the River—it was lined with TREES!—with Shady Trees! I had not seen a tree for months—and I could not help shedding tears. The River was a beautiful cold running stream, and its bottoms meadows of splendid grass. Trucky River, in consequence of an unusual amount of snow that capped each peak of the Siera Nevada Mountains, was unusually high, so that instead of crossing it 30 or 40 times as we ascended the mountains we had to keep on one side and pass over—or under bluffs high beyond description; sometimes jumping our mules from crag to crag where a misstep would have hurled us down a perpendicular precipice 3 times as high as the Pilot Knob in Mo.—Sometimes we waded & led our mules under the bluffs—in the cold foaming River.

In a day or two or 3 we came to the main dividing ridge of the great Siera Mountains that cross into & above the



very clouds—running North and South—forming to all appearance an impenetrable barrier to man or beast:—high stupendous piles of naked granite rocks—each rock large enough for a mountain—with thousands of acres of snow that glistened in the bright but cold sunshine—without melting. Such is the great Sierra Nevada Mountains.—2000 feet higher than the Rocky Mountains—the great Back bone of America.

Before getting here—after traveling 40 miles—over peaks & deep ravines—generally walking—late in the evening—just before dusk—tired half to death—the merciless Digger Indians attacked us—firing with arrows at those of our party who had straggled off from the main body 1 or 2 hundred yards. Two of the Indians were shot down; it was now dark, and we had to encamp on the battle ground—about 2 hundred yards from the Dead Indians. Nearly every man expected to be massacred that night—for the Indians lighted up signal fires in every direction—then all was dark—Regardless of danger—where our men were laying with breathless silence in the grass I and an Irishman named Clark built a large fire—parched coffee & got supper which took an hour. Each man came and got his plate and crawled off in the dark to eat. But the Irishman and myself not caring much whether we lived or died set astraddle of our back log and eat as leasurely as if we were at home; then laying down by the fire we slept as soundly as we ever did in our lives; we had become reconciled to danger—for this was the 3<sup>rd</sup> time the Indians attacked us. Of the other difficulties with the Indians I have no room to tell you. The Indians never interrupted us anymore.

We crossed over the huge—ragged craggy summit of the Sierra Nevada Mountains—that looks like the heaps of fragments of broken-up-worlds confusedly huddled together—without a single accident & on the evening of the next day arrived in the first Gold Mines of *CALIFORNIA*! We traveled on the next day & came near the city of Nevada, [California]. There ended my long long wearisome trip. My journey was ended—ended! And Oh! how glad I was!

But there are some pleasing scenes—as well as dark ones—to be seen on the trip. When you get fairly out on the plains,

for a few days you feel enraptured at the imposing prospect before you; not a tree nor a shrub; far as the eye can see or the imagination expand all is an unlimited ocean of wild waste. You hear and see the little prairie dogs all around you; as you pass along they will come out of their little dens and bark at you & then dart back. I sometimes amused myself by running after Buffalows—but never helped kill but one. You can see Antelopes running in various directions—or quietly grazing among the Buffalows to keep out of all danger of the prairie wolves. All day after you first strike the plains, you can hear the singular notes of the Plover. At night—all is still: the Emigrants have all stopped; they are fast asleep except those who are standing guard and they keep a deathlike silence. You, however hear the Jackalls howling around you: they are like starved wolves and will even rush into an encampment and run off with meat.

On North Platt you come to the Chimney Rock. You see it a day before you get there. It is a soft ash coloured pillar of limestone that stands perpendicular 250 feet high—and is standing on a steep hole or sugar loaf—almost too steep to climb—which is about 350 feet high: making the whole wonderful superstructure about 600 feet. "Scotts Bluffs" (which excells any thing I ever saw), "Court House Rock," "Rock City," "Stone Castle," "Rock of Independence," "Devils Gate," "Elephants Stature," "Boiling Springs," "Beer Springs," "Soda Springs," "Soda Lake," "Steamboat Spring," "Tar Spring;" high snow capped mountains; mountain Sheep and Goats, Grizly Bears, & a thousand other curiosities, I could name, that would be interesting to you, but I have no room. Frequently as I was crossing the Plains I could see what is called *the mirge*, an optical deception, presenting in the plainest manner great rivers lakes, and Islands, and trees a head of me. But enough of that—too much.

As I omitted giving you the dates I will here do it. I left Home on the 24<sup>th</sup> day of March; left Fort Smith on the 30<sup>th</sup>. Remained 3 weeks in Benton Co. Ark., April 23<sup>rd</sup> got into the State of Mo.; Got to Fort Scott, May 1<sup>st</sup>; Left Mo. at West-Point—and struck out West, May 8<sup>th</sup>... Passed Fort

Kearney May 28<sup>th</sup>.., Fort Laramie, June 16<sup>th</sup>.. "Rock of Independence" on the Rocky Mts. June 24<sup>th</sup>.. Camped on the summit of the Rocky Mts. at South Pass, June 27<sup>th</sup>.., Crossed the summit of the Sierra Nevada Mts., August 15<sup>th</sup>.. Reached the Gold Mines Aug. 16<sup>th</sup>.. Stopped at Nevada [California] Aug. 17<sup>th</sup>.. R-e-s-t-e-d A-u-g. 18<sup>th</sup>.

Here I will close and write you another letter.

From your loving Brother,

James W. Evans.

## THE MISSOURI READER THE LEWIS AND CLARK EXPEDITION

### PART III

EDITED BY ADA PARIS KLEIN<sup>1</sup>

Digging in at Fort Clatsop  
Return Journey Begins, March 23, 1806  
Crossing the Continental Divide  
The Two Leaders Separate for Exploration  
Lewis Explores Marias River  
Clark Explores the Yellowstone

#### DIGGING IN AT FORT CLATSOP

Having successfully performed the daring feat of crossing the great Continental Divide and reaching the Pacific Ocean, the Lewis and Clark expedition made preparations to pass the winter at Fort Clatsop before attempting the homeward trek.

Clark, feeling that the situation was well in hand, had this to say on Sunday, December 8, 1805:

"We haveing fixed on this Situation as the one best Calculated for our Winter quarters I deturmin'd to go as direct a Course as I could to the Sea Coast which we could here roar and appeared to be at no great distance from us, my principal object is to look out a place to make Salt, blaze the road or rout that they men out hunting might find the direction to the fort if they Should get lost in cloudy weather—and See the probibility of game in that direction, for the Support of the Men, we Shall Send to make Salt, I took with me five men and Set out . . . ."<sup>2</sup>

<sup>1</sup>ADA PARIS KLEIN, a native of Connecticut, received her B. S. from New Haven State Teachers College and her M. A. from Columbia Teachers College, Columbia University. Mrs. Klein taught for three years in the public schools of Stamford, Connecticut. She is now employed as a research-associate in the State Historical Society of Missouri.

<sup>2</sup>Meriwether Lewis, *Original Journals of the Lewis and Clark Expedition, 1804-1806*; Printed from the *Original Manuscripts in the Library of the American Philosophical Society* . . . Edited by Reuben Gold Thwaites (New York,

Gass' records are quite complete about the building of the huts at Fort Clatsop. "On Monday, December 9th, some of the men were engaged 'in clearing a place for huts and a small fort'; . . . on the 12th, 'we finished three rooms of our cabins, all but the covering, which we expected would cause trouble because of the lack of good splitting timber for roof boards'; on the 14th, 'we completed the building of our huts, 7 in number, all but the covering,' which was now not going to be difficult to accomplish, for they had found a kind of timber—a species of fir—that 'splits freely and makes the finest puncheons I have ever seen. They can be split 10 feet long and 2 broad, not more than an inch and a half thick.' On the 15th they were 'finishing the quarters of the Commanding Officers,' and 'on the evening of the 24th we got all our huts covered and daubed.'"<sup>3</sup>

"The sketch-plan . . . given of the fort on the Pacific Coast . . . was traced by Clark upon the rough elk-skin cover of his field-book . . . the walls of the fort were straight. Apparently the stockade was 50 feet square, with a long cabin of three rooms ranged along the upper wall, each with what seems to be a central fire-place; and along the lower wall four cabins, two of them with fire-places and one with an outside chimney; the gates are to the left and the parade ground is 20 x 48 feet."<sup>4</sup>

Dogged by attacks of dysentery, colds, boils, colic, and aching muscles, the party, nevertheless, worked unceasingly in the rains to get its huts up. By December 25th, Christmas day, the huts were liveable, and Clark makes this entry in his diary:

"at day light this morning we we[re] awoke by the discharge of the fire arm[s] of all our party & a Salute, Shouts and a Song which the whole party joined in under our win-

Dodd, 1904-1905), III, Part II, 271. Permission to use the quotations in this article from the *Original Journals* has been courteously granted by the American Philosophical Society, Philadelphia, by Dodd, Mead and Company, New York, by the Wisconsin State Historical Society, Madison, and by the Missouri Historical Society, St. Louis.

<sup>3</sup>Olin D. Wheeler, *The Trail of Lewis and Clark, 1804-1805*, (New York, Putnam's, 1926), II, 202.

<sup>4</sup>*Original Journals*, III, Part II, 297-298, note 1.

dows, after which they retired to their rooms were chearful all the morning. after brackfast we divide our Tobacco which amounted to 12 carrots one half of which we gave to the men of the party who used tobacco, and to those who doe not use it we make a present of a handkerchief, The Indians leave us in the evening all the party Snugly fixed in their huts . . . .

"we would have Spent this day the nativity of Christ in feasting, had we any thing either to raise our Sperits or even gratify our appetites, our Diner concisted of pore Elk, so much Spoiled that we eate it thro' mear necessity, Some Spoiled pounded fish and a few roots."<sup>5</sup>

Finding it difficult to preserve food because of the warmth and repeated rains and the contamination of food by mosquitoes "or an insect So much the size shape and appearance of a Musquetor,"<sup>6</sup> the leaders decided to send out ". . . Jos. Fields, Bratton, Gibson to proceed to the Ocean at some convenient place form a Camp and Commence makeing Salt [from ocean water] with 5 of the largest Kittles, and Willard and Wiser to assist them in carrying the Kittles to the Sea Coast."<sup>7</sup> On January 5th they returned with a specimen of about a gallon of home-made salt. Lewis comments:

"we found it excellent, fine, strong & white; this was a great treat to myself and most of the party, having not had any since the 20th. Ult mo.; I say most of the party, for my friend Capt. Clark. declares it to be a mear matter of indifference with him whether he uses it or not; for myself I must confess I felt a considerable inconvenience from the want of it; . . ."<sup>8</sup> Clark felt there was no salt like that which came from the Kentucky springs. However, it was a welcome addition for the rest of the men in making their food more palatable.

Willard and Wiser also brought the news that a whale was stranded on the sea coast. The Killamuck Indians, near

<sup>5</sup>*Ibid.*, pp. 290-291.

<sup>6</sup>*Ibid.*, p. 292.

<sup>7</sup>*Ibid.*, p. 293. According to the Oregon Historical Society *Proceedings*, 1900, pp. 13-17, Lewis and Clark manufactured their salt near the mouth of the Necanicum River.

<sup>8</sup>*Ibid.*, p. 313.

whom the salt makers camped, gave them some of the whale blubber. Of this Lewis writes on Sunday, January 5th, "... part of this blubber they brought with them, it was white & not unlike the fat of Poork, tho' the texture was more spongy and somewhat coarser. I had a part of it cooked and found it very pallitable and tender, it resembled the beaver or the dog in flavour."<sup>9</sup>

Realizing the need for obtaining additional whale blubber because of the inability of securing sufficient fresh meat, Captain Clark decided to set out in quest of it.

"The last evening Shabono and his Indian woman was very impatient to be permitted to go with me, and was therefore indulged; She observed that She had traveled a long way with us to See the great waters, and that now that monstrous fish was also to be seen, She thought it verry hard that She could not be permitted to See either (She had never yet been to the Ocian). after an early brackfast I Set out with two Canoes down the *Netel R* into Meriwether Bay . . . ."<sup>10</sup>

Clark arrived at his destination, but lo and behold! "... the Whale was already pillaged of every Valuable part by the Kilamox Inds. in the Vecinity of whose village's it lay . . . . this Skeleton (*of the Whale Capt. Clark*) measured 105 feet. I returned to the Village of 5 Cabins on the creek which I shall call *E co-la* or Whale Creek, found the natives busily engaged boiling the blubber, which they performed in a large Squar wooden trough by means of hot stones; the oil when extracted was secured in bladders and the Guts of the whale; the blubber from which the oil was only partially extracted by this process, was laid by in their cabins in large flickes [flitches] for use; those flickes they usially expose to the fire on a wooden Spit untill it is prutty well wormed through and then eate it either alone or with roots of the rush, *Shaw na tak-we* or Diped in the oil. The *Kil a mox* although they possessed large quantities of this blubber were so pre-nurious that they disposed of it with great reluctance and in small quantities only; insomuch that my utmost exertion

<sup>9</sup>*Ibid.*, pp. 312-313.

<sup>10</sup>*Ibid.*, p. 316.



aided by the party with the Small Stock of merchindize I had taken with me were not able to precure more blubber than about 300 lb. and a few gallons of oil; Small as this stock is I prise it highly; and thank providence for directing the whale to us; and think him much more kind to us than he was to jonah, having Sent this Monster to be *Swallowed by us* in Sted of *Swallowing of us* as jonah's did."<sup>11</sup>

Except for the rescue of the overfriendly McNeal from a treacherous Indian, the remainder of the day passed quietly and, on January 9th, the party headed back to camp.

Throughout the winter Lewis and Clark made many elaborate scientific observations about the surrounding country and its inhabitants. Keeping the men always occupied posed a very serious problem since they were inclined to fall prey to the evils which accompany idleness. Furthermore, now that the expedition had achieved its object and reached its goal, the men were anxious to begin their voyage home. Plans and preparations helped tide them over the deadly dullness which was heightened by the perpetual rain that kept the men confined.

With the coming of March, the men began to make earnest preparations for the trip back. The plan to wait until the first of April had to be changed because of the scarcity of food and because the weather had been so bad that it was thought the men would benefit by leaving the coast. Replacing two stolen canoes presented a serious problem. Clark writes on March 17th:

" . . . Drewyer returned late this evening from the Cath-lah-mahs with our Indian canoe which Sergt: Pryor had left some days since, and also a canoe, which he had purchased from those people. for this canoe he gave Captn. Lewis's uniform laced coat and nearly half a carot of tobacco. it seems that nothing except this Coat would induce them to dispose of a canoe which in their mode of traffic is an article of the greatest value except a wife, with whome it is nearly equal, and is generally given in exchange to the father for his daughter . . . .

<sup>11</sup>*Ibid.*, pp. 324-325.

"We yet want another canoe as the Clatsops will not sell us one, a proposition has been made by one of our interpts and sever[al] of the party to take one in lieu of 6 Elk which they stole from us this winter &c"<sup>12</sup> How much easier it would have been if they had only brought more blue beads! Unfortunately, the expedition had stocked up on red and white beads instead of the blue beads which were considerably more valuable to the Pacific Coast Indians.

Fearing the possibility of not arriving home safely, on March 18th the leaders "gave Delashelwilt [a Chinook chief] a certificate of his good deportment &c and also a list of our names, . . . . These lists of our names we have given to several of the natives and also paisted up a copy in our room. the object of these lists we stated in the preamble of the same as follows (viz) 'The object of this list is, that through the medium of some civilized person who may see the same, it may be made known to the informed world, that the party consisting of the persons whose names are hereunto annexed, . . . . to explore the interior of the Continent of North America, did penetrate the same by way of the Missouri and Columbia Rivers, to the discharge of the latter into the Pacific Ocean, where they arrived on the 14th. of November 1805, and from whence they departed the [blank space in MS.] day of March 1806 on their return to the United States by the same rout they had come out.' "<sup>13</sup>

Sending Drewyer and the two Fields ahead to hunt on March 22nd, the rest of the members of the expedition, though

<sup>12</sup>Original Journals, IV, Part I, 178-179.

<sup>13</sup>Original Journals, IV, Part II, 180-181. There seems to be some discrepancy in the date this list was given. *The History of the Expedition, 1804-1806* (New York, Bradford and Inskeep, 1814), edited by Paul Allen, II, 202, gives it as March 22nd, and Meriwether Lewis and John Ordway, *The Journals of Captain Meriwether Lewis and Sergeant John Ordway Kept on the Expedition of Western Exploration, 1803-1806*, edited by Milo M. Quaife (Madison, Wis., 1916) (Wisconsin Historical Society), *Publication*, Vol. XXII, gives it as March 16th.

Allen, *History of the Expedition, 1804-1806*, II, 204, relates "By a singular casualty this note fell into the possession of Captain Hill, who, while on the Coast of the Pacific, procured it from the natives. This note was taken by him to Canton, from whence it was brought to the United States." Apparently a copy had been sent with a letter, dated January, 1807, to a friend in Philadelphia, Pa.

afflicted with sickness, bid farewell to Fort Clatsop and headed for home the next day.

RETURN JOURNEY BEGINS, MARCH 23, 1806

The party steadily made its way up the Columbia River, keeping the hunters in advance. While camping on March 31st, they learned from the Indians that there would be good hunting at the mouth of the Seal or Washougal River.<sup>14</sup> Lewis writes on April 2nd:

"This morning we came to a resolution to remain at our present encampment or some where in this neighbourhood untill we had obtained as much dried meat as would be necessary for our voyage as far as the Chopunnish. to exchange our perogues for canoes with the natives on our way to the great falls of the columbia or purchase such canoes from them for Elkskins and Merchandize as would answer our purposes. these canoes we intend exchanging with the natives of the plains for horses as we proceed untill we obtain as many as will enable us to travel altogether by land. at some convenient point. . . . we purpose sending a party of four or five men a head to collect our horses that they may be in readiness for us by our arrival at the Chopunnish; calculating by thus acquiring a large stock of horses we shall not only secure the means of transporting our baggage over the mountains but that we will also have provided the means of subsisting; for we now view the horses as our only certain resource for food, nor do we look forward to it with any detestation or horror [horror], so soon is the mind which is occupied with any interesting object, reconciled to it's situation . . . . we now enformed the party of our intention of laying in a store of meat at this place, and immediately dispatched two parteis consisting of nine men to the opposite side of the river . . . ."<sup>15</sup>

Told by some visiting natives of the Shah-ha-la nation of "the Falls of a large river which discharges itself into the

<sup>14</sup>Elliott Coues, *History of the Expedition Under the Command of Lewis and Clark* . . . . (New York, 1893), III, 918, note 32, locates the camp a little above the mouth of the Washougal, at which point is now the town of La Camas, Washington.

<sup>15</sup>*Original Journals*, IV, Part II, 232-233.

Columbia on it's south side some miles below us,"<sup>16</sup> Clark, accompanied by one of the Indians, set out on April 3rd to explore this hitherto undiscovered river, the Multnomah or Willamette River. Coming to a village of the Nechecolee tribe, about eight miles distant, he wrote:

"we arived at the residence of our Pilot which consists of one long house with seven appartments of rooms in square form about 30 feet each room opening into a passage which is quit[e] through the house those passages are about 4 feet in width and formed of wide boar[ds] set on end in the ground and reaching to the Ruff [roof] which also serves as divisions to the rooms . . . this is built of bark of the white cedar Supported on long stiff poles resting on the ends of broad boards which form the rooms &c."<sup>17</sup> Clark returned to camp that evening.

On April 6th the party broke camp and by April 15th it found that it would have to change from water to land transportation. A week or more was spent in bartering for eleven horses. Of this Clark writes on the 24th:

"Great numbers of the natives pass us on hors back maney meet us and continued with us to the Lodges. we purchased 3 dogs which were pore, but the fattest we could precure, and cooked them with straw and dry willow. we sold our canoes for a fiew strands of beeds. the natives had tanzelized us with an exchange of horses for our canoes in the first instance, but when they found that we had made our arrangements to travel by land they would give us nothing for them. we sent Drewyer to cut them up, he struck one and split her they discovered that we were deturmined to

<sup>16</sup>*Ibid.*, p. 235.

<sup>17</sup>*Ibid.*, p. 240. Wheeler, *op. cit.*, II, 244-246, states that "Although it is frequently said there is nothing new under the sun, we are inclined to ignore the saying and to congratulate ourselves on the improvements and inventions which we originate. One of the present-day fads, conveniences, improvements, or what not, is the apartment house in its many variations, for the form of all of them is practically the same. And yet in the year 1806, Captain Clark found, on the banks of the Columbia among the unlettered natives of the Nechecolee tribe, an apartment house based practically on the same ideas which are dominant in the present-day structure and which was of essentially the same form of arrangement." The house was 226 feet long.

destroy the canoes and offered us several strans of beeds which were accepted."<sup>18</sup>

A few days later, arriving at the mouth of the Youmalolam River (or Umatilla River in Oregon), the expedition met "the principal Cheif of the Wallahwallahs . . . this Cheif by name Yel-lept!"<sup>19</sup> Obtaining the confidence of the Indians, Clark continues:

" . . . . we found a *Sho-sho-ne* woman, prisoner among those people by means of whome and *Sah-cah-gah-weah*, Shabono's wife we found means of converceing with the *Wallahwallars*. we conversed with them for several hours and fully satisfy all their enquiries with respect to our Selves and the Objects of our pursute. they were much pleased. they brought several disordered persons to us for whome they requested some medical aid. one had his knee contracted by the Rhumitism . . . . another with a broken arm &c. to all of whome we administered much to the gratification of those pore wretches, we gave them some eye water which I believe will render them more essential sirvice than any other article in the medical way which we had it in our power to bestow on them sore eyes seam to be a universal complaint among those people; I have no doubt but the fine sands of those plains and the river contribute much to the disorder."<sup>20</sup>

#### CROSSING THE CONTINENTAL DIVIDE

On May 10th the party arrived at a village of the Chopunnish nation (Nez Percé) which was on the banks of Commearp Creek, now known as Lawyer's Canōn Creek in northern Idaho. The Chopunnish chiefs informed the leaders:

"on the subject of one of their cheifs accompanying us to the Land of the white-men they could not yet determine, but that they would let us know before we left them. that the snow was yet so deep in the mountain if we attempted to pass we would certainly perish, and advised us to remain untill

<sup>18</sup>*Original Journals*, IV, Part II, 321.

<sup>19</sup>*Ibid.*, p. 328.

<sup>20</sup>*Ibid.*, pp. 333-334.

after the next full moon when the[y] said the snow would disappear and we could find grass for our horses."<sup>21</sup>

The following day the expedition set up its camp in the land of the Chopunnish. They camped on the east or right bank of the Kooskooske (Clearwater) River. It was situated in a fine bottom less than two miles below the present Kamiah, Idaho.<sup>22</sup>

Constantly dogged by the scarcity of food, the expedition, nevertheless, managed to survive on a diet consisting of roots like quamash and the "cows."

"The *Cows* is a knobbed root of an irregularly rounded form not unlike the ginsang in form and consistence, this root they collect, rub off a thin black rhind which covers it and pounding it exposes it in cakes to the sun. these cakes are about an inch and  $\frac{1}{4}$  thick and 6 by 18 in width, when dry they either eat this bread alone without any further preparation, or boil it and make a thick musilage; the latter is most common & much the most agreeable. the flower of this root is not very unlike the ginsang. this root they collect as early as the snow disappears in the Spring, and continued to collect it untill the Quawmash supplies it's place which happins about the Middle of June. the quawmash is also collected for a few weeks after it first makes it's appearance in the Spring, but when the scape appears it is no longer fit for use untill the seed are ripe which happens about the time just mentioned, and the *Cows* declines. the *Cows* [quawmash?] is also frequently dried in the sun and pounded afterwards and used in thickening supe and makeing Mush."<sup>23</sup>

Impatiently the men waited for the snows to melt on the Bitter Root Range so that they might start once more. Finally the party decided to resume its journey in spite of the ominous warnings of the Indians who refused to act as guides unless the men were willing to delay their start a little while longer. Writes Clark on June 9th:

<sup>21</sup>*Original Journals*, V, Part I, 25. Page 33, note 2 records "The expedition remained in this camp longer than any other place upon the route except at Forts Mandan and Clatsop."

<sup>22</sup>Wheeler, *op. cit.*, II, 268, 269.

<sup>23</sup>*Original Journals*, V, Part I, 78.

"The flat head river is still falling fast and [is] nearly as low as it was at the time we arrived at this place. this fall of water is what the natives have informed us was a proper token for us . . . to cross the Mountains. the greater length of time we delayed after that time, the higher the grass would grow on th[e] Mountains."<sup>24</sup>

So the next day Clark continues: "rose early this morning and had all the horses collected except one of Whitehouses horses which could not be found, an Indian promised to find the horse and bring him on to us at the quawmash fields at which place we intend to delay a few days for the laying in some meat by which time we calculate that the Snows will have melted more off the mountains and the grass raised to a sufficient hight for our horses to live. we packed up and Set out at 11 A M we set out with the party each man being well mounted and a light load on a 2d horse, besides which we have several supernumary horses in case of accident or the want of provisions, we therefore feel ourselves perfectly equiped for the Mountains."<sup>25</sup>

The predictions of the Indians, however, were soon found to be true, for as the party proceeded, Lewis writes on June 17th:

". . . the road ascends the mountain to the hight of the main leading ridges which divides the Waters of the Chopunnish and Kooskooske rivers. this hill or reather mountain we ascended about 3 miles when we found ourselves invellaped in snow from 12 to 15 feet deep even on the south sides of the hills with the fairest exposure to the sun; here was winter with all it's rigors; the air was cold, my hands and feet were benumbed. we knew that it would require five days to reach the fish wears at the entrance of Colt Creek . . . if we proceded and should get bewildered in these mountains the certainty was that we should loose all our horses and consequently our baggage inst[r]uments perhaps our papers and thus eminently wrisk the loss of the discoveries which we had already made if we should be so fortunate as to escape

<sup>24</sup>*Ibid.*, p. 120.

<sup>25</sup>*Ibid.*, p. 122.



with life. the snow boar our horses very well and the trav[e]lling was therefore infinitely better that [n] the obstruction of rocks and fallen timber which we met with on our passage over last fall when the snow lay on this part of the ridge in detached spots only. under these circumstances we conceived it madnes[s] in this stage of the expedition to proceed without a guide who could certainly conduct us to the fish wears on the Kooskooske (*Travellers (Creek) Rest*) . . . we therefore came to the resolution to return with our horses while they were yet strong and in good order and indeavour to keep them so untill we could procure an indian to conduct us over the snowey mountains . . . ."<sup>26</sup>

While Shannon and Drewyer went back to seek a guide, the rest of the party returned to Collins Creek, moving from there on the 21st to its old camp at Weippe Prairie, Idaho. Two days later Drewyer and Shannon rejoined the party with three Indian guides, and the next day the party was once again on its way attempting to cross the mountains. Then came June 29th! It was a red-letter day for the snow-wearied travellers. Clark writes:

"we prosued the hights of the ridge on which we have been passing for several days; it termonated at the distance of 5 Ms. from our encampment, and we decended to & passed the Main branch of Kooskooke 1½ Ms. above the enterance of Glade Creek which falls in on the N. E. side. we bid adew to the Snow."<sup>27</sup> They descended the northeast side of the mountains into modern Montana.

June 30th found the party again at Traveller's-rest Creek, Montana. The expedition had traversed approximately 802 miles since its departure from Fort Clatsop three months previous. In spite of all the hardships and exciting adventures the party had had, not one man was missing. Clark writes:

" . . . here we Encamped with a view to remain two days in order to rest ourselves and horses & make our final arrangements for Seperation."<sup>28</sup>

<sup>26</sup>*Ibid.*, pp. 140-141.

<sup>27</sup>*Ibid.*, p. 171.

<sup>28</sup>*Ibid.*, pp. 173-174; Coues, *op. cit.*, III, 1260-1263.

## THE TWO LEADERS SEPARATE FOR EXPLORATION

The feeling of joy and thankfulness for having safely crossed the Rockies was tempered somewhat with a tinge of regret. The party had withstood many trials and tribulations together, and now the time had arrived when it was to be divided into several groups. Lewis writes on July 1st:

" . . . [Capt. Clark & myself consuted the following plan viz.] from this place I determined to go with a small party by the most direct rout to the falls of the Missouri, there to leave Thompson McNeal and goodrich to prepare carriages and gear for the purpose of transporting the canoes and baggage over the portage, and myself and six volunteers to ascend Maria's river with a view to explore the country and ascertain whether any branch of that river lies as far north as Latd. 50. and again return and join the party who are to descend the Missouri, at the entrance of Maria's river . . . I scelected Drewyer the two Feildes, Werner, Frazier and Sergt. Gass [accompanied me] the other part of the men are to proceed with Capt. Clark to the head of Jefferson's river where we deposited sundry articles and left our canoes. from hence Sergt. Ordway with a party of 9 men are to descend the river with the canoes; Capt. C. with the remaining ten including Charbono and York will proceed to the Yellowstone river at it's nearest approach to the three forks of the missouri, here he will build a canoe and decend the Yellowstone river with Charbono the indian woman, his servant York and five others to the missouri where should he arrive first he will wait my arrival. Sergt. Pryor with two other men are to proceed with the horses by land to the Mandans and thence to the British posts on the Assinniboin . . . these arrangements being made the party were informed of our design and prepared themselves accordingly."<sup>29</sup>

Lewis makes this entry about the farewell on July 3rd:

"All arrangements being now compleated for carrying into effect the several schemes we had planed for execution on our return, we saddled our horses and set out. I took leave of my

<sup>29</sup>Original Journals, V, Part I, 175-176.

worthy friend and companion Capt. Clark and the party that accompanied him. I could not avoid feeling much concern on this occasion although I hoped this separation was only momentary."<sup>30</sup>

LEWIS EXPLORES MARIA'S RIVER

Lewis and his party proceeded down the west bank of the Bitter Root River. Where the junction of Hellgate River with the Bitter Root River takes place, lies the beautiful wide plain of Missoula, Montana. Safely fording the Bitter Root by means of rafts, the party took leave of its faithful Indian guides. Lewis makes this entry on the 4th:

"I now ordered the horses saddled smoked a pipe with these friendly people and at noon bid them adieu . . . these affectionate people our guides betrayed every emotion of unfeigned regret at separating from us; . . ."

Before taking leave of the party, the Indians had told Lewis "that not far from the dividing ridge between the waters of this and the Missouri rivers the roads forked they recommended the left hand as the best route but said they [the roads] would both lead us to the falls of the Missouri."<sup>32</sup>

The party continued northward to Medicine River, and by the 12th it reached its old camp at White Bear Island. Lewis makes this notation on the 13th:

"removed above to my old station opposite the upper point of the white bear island. formed our camp and set Thompson etc. at work to complete the gear for the horses. had the cash opened found my bearskins entirely destroyed by the water, the river having risen so high that the water had penetrated, all my specimens of plants also lost. the Chart of the Missouri fortunately escaped. opened . . . the articles to dry, found my papers damp and several articles damp. the stopper had come out of a phial of laudanum and

<sup>30</sup>*Original Journals*, V, Part II, 183.

<sup>31</sup>*Ibid.*, pp. 187, 188.

<sup>32</sup>*Ibid.*, pp. 185, 194, note 1. By following the left hand branch, Lewis crossed the Continental Divide. This is now known as Lewis and Clark's Pass, and it is about 45 miles N.N.W. from Helena, Montana.

the contents had run into the drawer and destroyed a gre[a]t part of my medicine in such a manner that it was past recovery . . ."<sup>33</sup>

On the 16th, taking only Drewyer and the two Field brothers with him, Lewis set forth to explore the headwaters of Marias River. The rest of the party stopped at the mouth of the river. Reaching the forks of the river on the 21st, the party proceeded up the northern branch, Cutbank Creek, to the extreme northern point where it rested for a few days.

Despite bad weather, the party set out again on the 26th. ". . . after dinner I continued my rout down the river to the North of Ea[s]t about 3 Ms. when the hills putting in close on the S. side I determined to ascend them to the high plain which I did accordingly . . . I had scarcely ascended the hills before I discovered to my left at the distance of a mile an assemblage of about 30 horses, I halted and used my spy glass . . . I calculated on their number being nearly or quite equal to that of their horses, that our running would invite pursuit as it would convince them that we were their enemies and our horses were so indifferent that we could not hope to make our escape by flight, . . . under these considerations I still advanced toward them."<sup>34</sup>

Closing the gap that separated them, Lewis discovered that they were Minnetares of Fort de Prairie. They appeared to be friendly. When they offered shelter for the night, he accepted in behalf of himself and the party. But treachery lurked behind their smiling countenances because on the following morning at daylight ". . . J. Fields who was on post had carelessly laid his gun down behi[n]d him near where his brother was sleeping, one of the Indians the fellow to whom I had given the medal last evening slipped behind him and took his gun and that of his brothers unperceived by him, at the same instant two others advanced and seized the guns of Drewyer and myself, J. Fields seeing this turned about to look for his gun and saw the fellow just running off with her and his brother's he called to his brother who instantly

<sup>33</sup>*Ibid.*, p. 201.

<sup>34</sup>*Ibid.*, pp. 219-220.

jumped up and pursued the indian with him whom they overtook at the distance of 50 or 60 paces from the camp s[e]ized their guns and rested them from him and R. Fields as he seized his gun stabled the indian to the heart with his knife the fellow ran about 15 steps and fell dead; . . . ."<sup>35</sup>

Before the encounter was over, Lewis had to kill another Indian with his pistol. Realizing the possibility of having vengeful Indians on their trail, the men, in spite of severe muscular soreness, made all possible haste to rejoin the rest of the party at the river's mouth. They covered about 120 miles in slightly more than twenty-four hours. Lewis writes on the 28th:

" . . . we found ourselves near the missouri [near the present site of Fort Benton, Montana]; we heard a report which we took to be that of a gun but were not certain; still continuing down the N. E. bank of the missouri about 8 miles further, being then within five miles of the grog spring we heard the report of several rifles very distinctly on the river to our right, we quickly repared to this joyfull sound and on arriving at the bank of the river had the unspeakable satisfaction to see our canoes coming down. we hurried down from the bluff on which we were and joined them striped our horses and gave them a final discharge imbarking without loss of time with our baggage."<sup>36</sup> Their relief can be imagined in discovering that it was Sergeant Ordway and his flotilla instead of hostile Indians whom they met.

The journey down the Missouri proved to be a rapid though uncomfortable one because of stormy weather conditions. August 11th was an unfortunate day for Lewis. Failing to reach a special point in order to make observations, Lewis decided to land and hunt some elk with Cruzatte. He writes:

"we fired on the Elk I killed one and he wounded another, we reloaded our guns and took different routs through

<sup>35</sup>*Ibid.*, p. 223. Note 1 says "The name of the first man killed was Side Hill Calf. The long-continued hostility of the Blackfeet to the whites has often been attributed to this incident." Some of the Indians had turned out to be Blackfeet.

<sup>36</sup>*Ibid.*, pp. 227-228.

the thick willows in pursuit of the Elk. I was in the act of firing on the Elk a second time when a ball struck my left thye about an inch below my hip joint, missing the bone it passed through the left thye and cut the thickness of the bullet across the hinder part of the right thye; . . . I instantly supposed that Cruzatte had shot me . . ."<sup>37</sup>

Lewis hastened back as well as he could to warn the others of the possibility of Indians in the vicinity. After searching the area carefully and finding no sign of Indians, Lewis concluded that Cruzatte had erroneously taken him for an elk.

On the 12th, the party reached the mouth of the Yellowstone River. Writes Lewis after seeing evidence of camps left by Clark:

"Being anxious to overtake Capt. Clark who from the appearance of his camps could be at no great distance before me, we set out early and proceeded with all possible expedition. at 8 A. M. the bowsman informed me that there was a canoe and a camp he beleived of whitemen on the N. E. shore. I directed the perogue and canoes to come too at this place and found it to be the camp of two hunters from the Illinois by name Joseph Dickson and Forest Hancock . . . I remained with these men an hour and a half when I took leave of them and proceeded . . . at 1 P. M. I overtook Capt. Clark and party and had the pleasure of finding them all well. as wrighting in my present situation is extreemly painfull to me I shall desist untill I recover and leave to my fri[e]nd Capt. C. the continuation of our journal."<sup>38</sup>

#### CLARK EXPLORES THE YELLOWSTONE

After the expedition divided at Traveller's-rest Creek into two parties, with Lewis traveling overland north of the Missouri, Clark and his party of twenty-one, a papoose and fifty horses went south to the Yellowstone where they were to

<sup>37</sup>*Ibid.*, p. 240.

<sup>38</sup>*Ibid.*, pp. 242, 243. Dickson and Hancock were independent hunters and beaver trappers, later joined by Colter who severed official relationship with the expedition at Fort Mandon on August 14th or 15th.

build canoes and float down its current to the Missouri. The horses were to be sent overland from that point with Sergeant Pryor.

On the 4th of July, Clark made this entry:

"This being the day of the declaration of Independence of the United States and a Day commonly celebrated by my Country I had every disposition to celebrate this day and therefore halted early and partook of a Sumptuous Dinner of a fat Saddle of Venison and Mush of Cows (roots)"<sup>39</sup>

July 5th found the party in the valley called Ross's Hole. That night Clark camped at Camp Creek which is two miles north of Lula, Montana, and the next day the men crossed the divide. The party was once again at the Wisdom or Big Hole River.<sup>40</sup> Now Sacagawea was able to guide them again for:

" . . . she had been in this plain frequently and knew it well that the creek which we descended was a branch of Wisdom river and when we ascended the higher part of the plain we would discover a gap in the mountains in our direction to the canoes, and when we arrived at that gap we would see a high point of a mountain covered with snow in our direction to the canoes."<sup>41</sup> Her prediction was later verified.

The party started for the Yellowstone on July 10th. " . . . we all Set out at the same time & proceeded on Down Jeffersons river on the East Side through Sarviss (*Service*) Vally and rattle snake mountain and into that butiful and extensive Vally open and fertile which we call the beaver head Vally . . . at Meridian I halted to let the horses Graze haveing come 15 Miles. I ordered the (*canoes*) to land . . . as the river now become wider and not so sholl, I deturmined to put all the baggage &c. which I intend takeing with me to the river Rochejhone [Yellowstone] in the canoes and proceed on down with them myself to the 3 forks or Madisons and galletens rivers. leaveing the horses to be taken down by

<sup>39</sup>*Ibid.*, p. 246.

<sup>40</sup>*Ibid.*, p. 249. Note 1 says ". . . he now crossed the divide at Gibbon's Pass whose slope is gentle compared with those of Lolo Pass."

<sup>41</sup>*Ibid.*, p. 250.



Sergt. Pryor and 6 of the men of the party to accompany me to the river Rochejhone . . . ."<sup>42</sup>

On July 11th, he notes:

" . . . . I arrived at the Enterance of Wisdom River and Encampd. in the Spot we had encamped the (6th) of August last. here we found a Bayonet which had been left & the canoe quite safe. I directed that all the nails be taken out of this canoe and paddles to be made of her sides &c."<sup>43</sup>

By the 13th the party reached the junction of the Madison and Jefferson rivers. Strangely enough, at this time no two sergeants were together. Gass was with Lewis at White Bear Island; Ordway was in command of a canoe flotilla heading toward White Bear Island; and Pryor was with Clark in special charge of the horses.

Leaving the Three Forks of the Missouri for the Yellowstone River on the 13th, the party camped for the night on the bank of the Gallatin River, opposite the site of the present town of Logan, Montana. On the following day Clark and his men forded the stream and followed the Gallatin Valley in a southeasterly direction. Clark makes this entry:

"I proceeded on about two miles crossing those defferent chanel all of which was damed with beaver in such a manner as to render the passage impracticable and after [being] swamped as I may say in this bottom of beaver, I was compelled to turn short about to the right . . . plain which was an Island and extended nearly the course I wished to proceed. here the squar informed me that there was a large road passing through the upper part of this low plain from Madicins river through the gap which I was Stearing my course to. I proceeded up this plain 4 miles and crossed the main chanel of the river, having passed through a skirt of cotton timber to an open low plain on the N. E. side of the river and nooned it."<sup>44</sup>

<sup>42</sup>*Ibid.*, p. 256. Dillon, Montana, is in the midst of this valley which is still known as Beaverhead Valley.

<sup>43</sup>*Ibid.*, p. 257.

<sup>44</sup>*Ibid.*, p. 260. Note 1 says "The first pass noticed by Clark is the Bridger; Sacajawea recommended the Bozeman—the one chosen for the Northern Pacific Railway."

The 15th found the expedition starting out to cross the "low dividing ridge [Bozeman Pass] to the head of a water course which runs into the Rochejhone, prosueing an old buffalow road"<sup>45</sup>

Clark progressed steadily along the Yellowstone on horseback although the party was detained a short while, On the 16th he writes:

"... our horses haveing rambled to a long distance down the river detained us much later than common. we did not set out untill 9 A M. we had not proceeded on far before I saw a buffalow & sent Shannon to kill it this buffalow provd. to be a very fat Bull I had most of the flesh brought on an[d] a part of the Skin to make mockersons (*remarkable sort of bag round foot*) for Some of our lame horses. proceeded on down the river without finding any trees sufficiently large for a Canoe about 10 Miles and halted having passed over to an Island on which there was good food for our horses to let them graze & Dine . . . ."<sup>46</sup>

On the 18th, "Gibson in attempting to mount his horse after Shooting a deer this evening fell and on a Snag and sent it nearly (*two*) inches into the Muskeler part of his thy."<sup>47</sup>

As a result of this accident and Gibson's increasing pain while riding horseback, it became necessary for Clark to secure timber to build canoes. On the 19th the wood was secured even though it was smaller than desired. Clark writes:

"Shabono informed me that he Saw an Indian on the high lands on the opposit side of the river. . . . I saw a Smoke in the same direction with that which I had seen on the 7th. inst. it appeared to be in the Mountains"<sup>48</sup> Now the fear of Indians and the loss of twenty-four horses, presumably stolen by Indians, added to the party's woes. On the morning of the 24th they finally resumed their journey in canoes, with Pryor, Shannon and Windsor going overland with the remaining horses. Clark notes:

<sup>45</sup>*Ibid.*, p. 262. Note 1 says "The expedition reached the Yellowstone not far from the site of the present town of Livingston, Montana, whence a spur of the Northern Pacific Railway runs to Yellowstone National Park."

<sup>46</sup>*Ibid.*, p. 266.

<sup>47</sup>*Ibid.*, p. 273.

<sup>48</sup>*Ibid.*, p. 276.

"had all our baggage put on board of the two small canoes which when lashed together is very sturdy and I am convinced will [carry] the party I intend taking down with me. at 8 A M. we Set out and proceeded on very well to a riffle about 1 mile above the entrance of [*Clark's fork or*] big horn river"<sup>49</sup>

At the mouth of a creek, which they called Horse Creek, Clark overtook Pryor. It was then decided to send Hall with the men who were traveling overland because the task of managing the horses with only three men was becoming more difficult.

That night the party camped at Pryor's River. Clark named most of the places after party members. The place-names given along the Yellowstone seem to be the only ones which have survived. Clark's Fork, Shield's River, Pryor's Fork (so-called at the present day), and Pompey's Tower are a few. The latter Clark named on the 25th.

"... arrived at a remarkable rock situated in an extensive bottom on the Stard. Side of the river & 250 paces from it. this rock I ascended and from it's top had a most extensive view in every direction. This rock which I shall call Pompey's Tower is 200 feet high and 400 paces in circumference and only accessible on one Side which is from the N. E. the other parts of it being a perpendicular cliff . . . . The natives have engraved on the face of this rock the figures of animals &c. near which I marked my name and the day of the month & year."<sup>50</sup>

On July 26th, the party arrived at the mouth of the Big Horn River, one of the three largest tributaries of the Yellowstone, and on the next day:

<sup>49</sup>*Ibid.*, p. 288. Note 1 says "This river, rising on the borders of Yellowstone Park, is still called Clark's Fork and is one of the largest tributaries of the Upper Yellowstone."

<sup>50</sup>*Ibid.*, pp. 292-293. John Bakeless, *Lewis and Clark, Partners in Discovery* (New York, Morrow, 1947), p. 349 says "There is no real doubt that Clark named the Tower for Sacagawea's baby whom he habitually called 'Pomp,' a nickname he later used for one of his own baby boys. 'Pomp' was a Shoshone word for 'first born.'" There has been a good deal of controversy as to the source of this name. Pompey's Tower is not far from Billings, Montana.

"I marked my name with red paint on a cotton tree near my camp, and . . . proceeded on very well . . . when we pass the Big horn I take my leave of the View of the tremendous chain of Rocky Mountains white with Snow in View of which I have been since the 1st. of May last."<sup>51</sup>

The 29th found the party at the mouth of the Tongue River, where Miles City, Montana, stands today. Leaving Tongue River, the trip became somewhat unpleasant since the party had to pass through an area fraught with danger from rapids and buffaloes. Clark describes the situation in these words:

"I was much disturbed last night by the noise of the buffalo which were about me. one gang swam the river near our Camp which alarmed me a little for fear of their Crossing our Canoes and Splitting them to pieces."<sup>52</sup>

On August 2nd, however, the character of the river changed. There were fewer rapids and rocks; instead, sand bars, islands, and mud banks became more prevalent. Game became more abundant. As before, the party met the un-amiable grizzly bears, and the *Journals* state on the 5th: "The Musquetors was so troublesom to the men last night that they slept but very little."<sup>53</sup>

On the 8th: ". . . . at 8 A. M. Sergt. N. Pryor, Shannon, hall & Windsor came down the river in two canoes made of Buffalow Skins. Sergt. Pryor informed me that the second night . . . on the river Rochejhone he arived . . . on the banks of a large creek which contained no running water. he halted to let the horses graze dureing which time a heavy shower of rain raised the creek so high that several horses which had stragled across the chanel of this creek was obliged to Swim back. here he deturmined to continued all night it being in good food for the horses. In the morning he could see no horses."<sup>54</sup> With his horses stolen by the Indians, Pryor was forced to build canoes out of buffalo hides and continue the trip by water.

<sup>51</sup>*Original Journals*, V, Part II, 302.

<sup>52</sup>*Ibid.*, pp. 311-312.

<sup>53</sup>*Ibid.*, p. 323.

<sup>54</sup>*Ibid.*, p. 325.

Clark met two hunters from Illinois, Dickson and Hancock, who met Lewis on the following day, the 11th. On the 12th, Clark records the joyful news:

"at Meridian Capt Lewis hove in Sight with the party which went by way of the Missouri as well as that which accompanied him from Travellers rest on Clarks river."<sup>55</sup> Once again the two leaders and their men are reunited at an island a short distance below the mouth of the Yellowstone River.

(TO BE CONTINUED)

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<sup>55</sup>*Ibid.*, p. 330.

## HISTORICAL NOTES AND COMMENTS

### OUR SOCIAL HERITAGE

*On our social heritage rests our civilization. It is an acquired characteristic, has not had time to become fixed in our being, and cannot be transmitted through heredity. Each generation, each child of today furnishes only the same virgin and undeveloped soil for development as obtained thousands of years ago. The fruits of literature, history, etc., must be not only preserved but must be diligently digested by man thrice in each century to maintain itself and even civilized man.*

Life is persistent. The hereditary characteristics of life are persistent. It is our tragedy that man's social heritage is not permanent. On this shifting, dependent social heritage rests civilization. Destroy it, and you destroy social institutions, law, order, and liberty, education, culture, and refinement, faith, hope, and religion, sacrifice, charity, and patriotism. You have lost guide and compass, wind and sail, power and anchor. A myriad achievements, material and spiritual, a geologic age of advancement, have been blotted out.

But man has never lost this social heritage. Why be concerned with future loss? Because history presents too many examples of the rise and decline and fall of nations that lost enough of their social heritage to pass away. Other nations, even tribes, that retained their social heritage, however inferior, took precedence. Material prosperity, armies and navies, wealth and power, are weak instruments for maintaining civilization unless the people and their leaders remember and breathe life thrice each century into this immaterial thing called our social heritage.

Human nature, it is said, is always the same. Human nature is also constantly changing. Compare the brutality and superstition, the faith and reverence, the courtesy and personal loyalty, of the Middle Ages, with some of the features of our times. We have gained here and lost there. Compare the poverty and handicaps, the public interest in government,

and the types of leaders of men of the pioneer period with like and unlike conditions a century later. Again we have gained and lost. No two generations are alike. If man will retain his memory of triumphs and defeats, make this memory a living thing of today, and charge his descendants to make it a living thing of tomorrow, civilization will continue to advance. This applies to race and nation, state and county, city and country,—to the individual, but especially to those who lead in every line of thought and endeavor.

Someone has said that history is bunk. Napoleon asked: "What is history but a fiction agreed upon?" Like reason, even truth, history may seem at times "like a child's box of letters, with which we can spell any word we please." But would you ignore or discard reason and truth? Or faith and trust? Or a score of those immaterial things which, subject to perversion, have been and still are beacon lights for man's guidance upward? History presents us with no horoscopes. Neither does liberty, nor logic, nor anything else that I know of. Man has always found a heavy veil before the future. Are we to give up? Yes, whenever we reach that abyss of cynicism, indifference, and selfishness which makes ignorance of education, caricature of religion, and wit of wisdom. No, as long as we admit that we live by virtue of others having lived as well as by our own merit. We know that we possess the present with its treasures and its debts of the past. It is within our power to inventory this present. One ledger on which to keep record is history.—From *The Missouri Historical Review*, January, 1925. An editorial by Floyd C. Shoemaker.

#### MEMBERS ACTIVE IN INCREASING SOCIETY'S MEMBERSHIP

During the three months from May, 1948, through July, 1948, the following members of the Society increased its membership as indicated:

##### EIGHT NEW MEMBERS

Suttle, Harry L., Springfield

##### SIX NEW MEMBERS

Corder, Leon W., Jefferson City



FIVE NEW MEMBERS

Hawkins, Mrs. Arthur J., Nevada

THREE NEW MEMBERS

Golterman, Elizabeth, St. Louis

Schmidt, G. R., St. Louis

TWO NEW MEMBERS

Cobb, Mrs. S. F., Columbia

Knox, William A., University City

Moore, George H., St. Louis

Sells, O. V., San Francisco, California

Williams, Stanley C., Kansas City

ONE NEW MEMBER

Booth, George H., Springfield

Braecklein, J. G., Kansas City

Chapman, Carl, Columbia

Dickson, Mrs. Nettis M., Arrow

Rock

Ewing, W. Prewitt, Kansas City

Gilchrist, G. G., Denver, Colorado

Goodson, Luella H., Liberty

Logan, Mrs. James E., Kansas City

McKinny, J. J., DeWitt

Moon, J. Orrin, Independence

Reinhardt, John F., Kansas City

Skelly, James W., St. Louis

Study, Guy, St. Louis

Wilson, Scott, Kansas City

Winkelmaier, Robert, St. Louis

Woods, Charles L., Rolla

NEW MEMBERS OF THE HISTORICAL SOCIETY

Eighty-nine applications for membership were received by the Society during the three months from May, 1948, through July, 1948, inclusive. The total annual membership as of July 31, 1948, is 4189.

The new members are:

Abernathy, Mrs. Roy, Chaffee

Anway, Paul E., Independence

Barnes, Charles M., Marston

Barnes, Mrs. P. M., Valley City,  
North Dakota

Beal, Harry P., Nevada

Bean, Helen J., Webster Groves

Bess, Otto F., West Plains

Bradfield, Elston G., Chicago, Illi-  
nois

Bradford, J. M., St. Louis

Bradford, Llyn, Rolla

Bray, Willis J., Kirksville

Brock, Mrs. Madeleine, Ladue

Brown, James R., Owensville

Browne, A. B., Union

Buck, Dennis T., Waverly

Buck, E. O., San Leandro, Cali-  
fornia

Bullock, Mrs. Clifford, Centralia

- Burke, Mrs. H. P. S., Pierce City  
 Bush, Violette, Cuba  
 Cain, Mrs. Winona, Niangua  
 Center High School, Kansas City  
 Cobb, Mrs. S. F., Columbia  
 Cockrell, John J., Kansas City  
 Corder, Frank G., Waverly  
 Crawford, Raymond Kennett  
 Culler, Ruth, Nevada  
 Daly, Charles J., Ladue  
 Denning, Elva, Nevada  
 Dunklin County Library, Kennett  
 Durston, Mrs. Gilbert H., St. Louis  
 Eddleman, Walter J., Willow Springs  
 Ellington, R. D., Jr., Portageville  
 Field, Lyman, Kansas City  
 Foster, Amert, Lamar  
 Funkhouser, Estle, Springfield  
 Gerber, Mrs. Lenoir V., Wichita, Kansas  
 Gibson, Mrs. Dewey L., Union Star  
 Gray, Mrs. Walter L., Oklahoma City, Oklahoma  
 Groom, Mrs. Mary L., Liberty  
 Haas, W. E., Rolla  
 Hansen, Albert H., Kansas City  
 Harrelson, Ben, Santa Monica, California  
 Heddens, Barret S., Kansas City  
 Heran, Paul J., Norwich, Connecticut  
 Hercules, Joe, Jr., St. Louis  
 Herzer, Raymond L., Stolls City  
 Horton, Harry G., Springfield  
 Hutchings, Paul, Columbia  
 Ingels, Katie Jane, Jefferson City  
 Ismert, C. M., Kansas City, Kansas  
 Jefferson National Expansion Memorial Association, St. Louis  
 Jenkinson, Mrs. Hallie B., St. Louis  
 Johnson, Mrs. Dessie, Ash Grove  
 Kraehe, Enno, St. Louis  
 Kramer, A. N., Kansas City  
 Lageman, Elger, Waverly  
 Larkam, Ada W., Osborn  
 Lawless, Mrs. W. P., Blackwater  
 Lawliss, C. L., Marshall  
 Lawson, Joseph J., Kansas City  
 Lewis, Mrs. W. O., Washington, D. C.  
 Liles, Mrs. Ciella R., Portageville  
 McCrosky, Robert D., Kansas City  
 McKellops, Jerome Byron, St. Louis  
 Martin, Forrest L., Nevada  
 Maxwell, J. Frank, Nevada  
 Miller, Emily J., Cuba  
 Mitchell, T. C., Jr., Jefferson City  
 Morrow, Elman A., Sibley  
 Mueller, Hilbert E., Blue Springs  
 Myers, C. R., Brunswick  
 Nave, J. D., Protem  
 Novak, George J., St. Louis  
 Pape, Virginia, St. Louis  
 Rieckus, Helen, St. Louis  
 Russell, James J., Monett  
 Seattle Public Library, Seattle, Washington  
 Stephens, Clyde M., Fredericktown  
 Tappmeyer, Mrs. Paul, Owensville  
 Tesson, James A., Kansas City  
 Townsend, Mrs. Virginia B., St. Louis  
 University of Iowa Libraries, Iowa City, Iowa  
 Walker, Mrs. Lucia H., Dallas, Texas  
 Warren, William, St. Louis  
 West, Elizabeth, St. Louis  
 Williams, Brent, Fulton  
 Williams, E. H., Denver, Colorado  
 Willson, Jacob G., Denver, Colorado  
 Wood, J. V., Nevada

WEEKLY FEATURE ARTICLES OF THE SOCIETY

An article on Missouri's Champ Clark fits in well with an article on the "houn' dawg" for it was Clark who popularized the tune about the latter when he used it as his theme song in 1912. Libraries, the wine industry, tailors, and the Missouri mastodon are the subjects of other articles in the series of weekly feature articles released by the Society to the newspapers of the state during July, August, and September as follows:

*July:* "Quit Kickin' My Dawg Aroun'," and "Missouri 10,000 Years Ago, Man and the Mastodon."

*August:* "A Missourian Who Didn't Get Nominated," and "Feudin', A-Fightin', and A-Readin'."

*September:* "The Gray-Smocked Vine-Dresser Helped Missouri Win Fame," and "The Man behind the Well-Dressed Frontiersman."

GRADUATE THESES RELATING TO MISSOURI

ST. LOUIS UNIVERSITY GRADUATE THESES, 1946-1947

The master's theses accepted by St. Louis University during 1946-1947 which are of interest to the Missouri historian are as follows:

Archambeault, Brother Henry Ernest, F.S.C., *The History and Educational Program of Christian Brothers College, St. Louis, Missouri.*

Byrne, Reverend Leo Christopher, *The Participation of Catholic Social Service Agencies in the Development of Community Organization in Greater Saint Louis, 1911-1946.*

Gruber, Homer Charles, *A Survey of the Social Programs of the Lutheran Churches (Missouri Synod) in Greater Saint Louis.*

Kimberley, Ann Marie, *Services Rendered by the Home Service Section of the St. Louis Chapter of the American Red Cross to a Group of Veterans of World War II.*

Kowalski, Helen Marie, *The History of the Care of the Aged by the Little Sisters of the Poor in St. Louis, 1869-1946.*

McAuliffe, Sister Mary Michaeline, R.S.M., *History of St. John's Hospital, Springfield, Missouri.*

Miller, Reverend John William, *The Saint Louis Labor Health Institute: An Economic Analysis.*

- Moran, Martha Anne, *A Study of the Child Welfare Services in Saint Louis County, Missouri: An Analysis of the Sources of Referral and the Problems Presented at the Intake Division from April, 1938 through March, 1946.*
- Myerscough, Sister Angelita, P.P.S., *Pierre Cibault, Missionary Priest.*
- O'Neill, Emily Ann, *Joseph Murphy's Contribution to the Development of the Great American West.*
- Phaneuf, Albert Gregory, *Housing Needs of Veterans in Saint Louis: Study of a Sample of Applications at the Saint Louis Housing Authority in August, 1946.*
- Prendergast, Charles Ignatius, S.J., *The Election of 1868 in Missouri.*
- Rahill, Reverend Peter James, *Saint Alphonsus' Parish in Millwood, Missouri.*
- Winkelmann, Reverend William John, C.M., *Beginnings of Catholic Education in the City of Saint Louis.*

#### UNIVERSITY OF KANSAS CITY GRADUATE THESIS, 1946-1947

The master's thesis accepted by the University of Kansas City during 1946-1947 which is of interest to the Missouri historian is as follows:

- Edwards, Ralph, *A History of Dental Education in Kansas City, Missouri.*

#### UNIVERSITY OF MISSOURI GRADUATE THESES, 1946-1947

The master's theses accepted by the University of Missouri during 1946-1947 which are of interest to the Missouri historian are as follows:

- Ashcraft, James Lee, *Agrarian Reform Newspapers in Missouri, 1888-1896.*
- Birkhead, Guthrie Sweeney, II, *Council-manager Government in Missouri's Third Class Cities.*
- Blake, Donald John, *The Labor Disputes Disqualification Cause in the Missouri Unemployment Compensation Law.*
- Burgess, Carrington Harvey, *Farm News Coverage in the Missouri Weekly Newspapers.*
- Bute, Walter Clair, *The Newspaper as a Source of Information on the Development of Dallas County, Missouri.*
- Gabbert, Jack Benton, *The Missouri Constitutional Convention of 1943-44: Calling the Convention and Electing the Delegates.*
- Hill, Chester Wilbur, *Transportation of Commodities into and out of Nine Rural Missouri Counties.*

- Johnson, Louis George, *The Social and Economic Development of Carrollton, Missouri*.
- Kohls, Richard Louis, *Economics of the Hog Industry in Missouri*.
- Lee, Billy Ray, *A View of Missouri Ideas, Society, Culture as Reflected in the Newspapers of 1863*.
- Quinn, Mary Jane, *Local Union No. 6, Brewing, Malting and General Labor Departments, St. Louis, Missouri*.
- Rogers, William Eugene, *The St. Louis Civil Service Commission*.
- Scott, Frank Sanford, Jr., *An Economic Study of the Sheep Industry in Missouri*.
- Sears, Wilford Redmond, *The Kansas City Building Trades and Trade Unionism*.
- Winter, William Orville, *The Administration of Labor Laws in Missouri and Other States*.

The doctoral dissertations for the same period are as follows:

- Lemmer, George Francis, *Norman J. Colman and Colman's Rural World: A Study in Agricultural Leadership*.

WASHINGTON UNIVERSITY GRADUATE THESES, 1946-1947

The master's theses accepted by Washington University during 1946-1947 which are of interest to the Missouri historian are as follows:

- Bridwell, Mabel Mae, *History of the Thomas M. Spofford Receiving Home for Children 1916-1945*.
- Fendelman, Maxine F., *Saint Louis Shoe Manufacturing*.
- Gard, Laura M., *East St. Louis and the Railroads to 1875*.
- Johnson, Marian F., *Social Factors Associated with Hospitalization in the St. Louis City Sanitarium*.
- Kirkpatrick, Robert L., *History of St. Louis, 1804-1816*.
- Kroft, David G., *Entertainment Features in the Sunday Republican of St. Louis 1855-1860*.
- Smith, Eileen Z., *The Santa Fe Trail during the Civil War, 1861-1865*.
- Stanford, Russell G. S., *History of the St. Louis Stock Exchange*.
- Winthrop, Michael B., *Six Years' Intake East St. Louis Child Guidance Bureau*.

## MEMORIAL SERVICES FOR GENERAL JOHN J. PERSHING

General John J. Pershing, one of Missouri's most famous sons and the second man in United States history to be honored with the title of "general of the armies," died July 15th, at Walter Reed Hospital in Washington, D. C. Three days of solemn observances of his death in the nation's capital opened with rites in the chapel at the hospital July 17th for the family and intimate friends and continued on the 18th and 19th in the rotunda of the capitol where the body lay in state for twenty-four hours while thousands filed past to pay their last respects. July 19th, 3,500 men of the armed forces escorted the funeral procession to Arlington National Cemetery where the burial took place near the grave of the Unknown Soldier.

Memorial services were also held in the Methodist Church at LaCledé, Missouri, the general's boyhood home, on Sunday, July 18th.

## COLE COUNTY HISTORICAL SOCIETY OPENS ITS MUSEUM

The museum of the Cole County Historical Society opened on May 27 with receptions in the afternoon and evening at which times over 400 invited guests and members were entertained. May 28 and 29 the museum was opened to the public without charge. Honored guests at the reception were Mrs. Phil M. Donnelly and the wives of four former Missouri governors, Mrs. Guy B. Park, Mrs. Henry S. Caulfield, Mrs. Sam Baker, and Mrs. Arthur M. Hyde.

The museum, a four-story brick structure, was built by B. Gratz Brown over seventy-five years ago and the Cole County Historical Society in restoring it has endeavored to recreate it as a tastefully furnished home of that period, rather than as a museum in the usual sense of the word. Souvenirs of five wars, period furniture, old silver, and paintings by George Caleb Bingham bring back memories of the state's history. A guest book in the hall holds the names of present-day visitors and on bronze plaques just inside the entrance are inscribed the names of the persons who have been large contributors to the project.

Since its organization in 1941, with fifty members, the Cole County Historical Society has grown rapidly until now with over 600 members, it ranks as the largest county historical society in Missouri. It has raised over \$24,000 of a \$31,000 goal and has been able to buy its home and museum for \$7,000 plus \$15,000 spent for repairs and decorations.

#### STATUE OF BOLIVAR UNVEILED IN BOLIVAR, MISSOURI

On July 5, the 137th anniversary of Venezuela's independence, North and South America joined hands in doing honor to the Latin George Washington, Simon Bolivar, who broke the hold of Spain on the Western World. In a celebration at the city of Bolivar, Missouri, a three-day gala Pan-American festival was climaxed by the presentation of a statue of Bolivar to the city by Romulo Gallegas, president of Venezuela. Cast in bronze, in Milan, Italy, the seven-foot statue which cost \$100,000 was set upon a base eleven feet high made of Venezuelan Carrara marble. In addition Venezuela presented a Bolivar book collection to the city library and 105,000 booklets for distribution to school children on the life of the great liberator.

A crowd of approximately 15,000 witnessed the spectacular parade which included a "queen" and the ninety-two-piece army air force band, and attended the program of dedication, highlighted by the music of Gladys Swarthout and addresses by President Harry S. Truman, Romulo Gallegas, Gonzalo Carnevali, Venezuelan ambassador to the United States, and Governor Donnelly. Citizens of Bolivar had contributed \$6,500 to make this celebration possible and the state of Missouri had added \$15,000 to the fund.

In connection with this historic event there was issued a handsome seventy-six-page booklet containing the program of events, pictures of the principal participants as well as scenes of Missouri, and sketches of Simon Bolivar, Venezuela, the city of Bolivar, and a historical sketch of the state of Missouri, the latter by Floyd C. Shoemaker. One particularly interesting feature of the booklet is the story of



the over-all sponsor of the celebration, the Simon Bolivar Foundation, organized in 1948 by President Truman and Dr. J. M. C. Crane of Washington, D. C.

#### ANNIVERSARIES

Fayette celebrated its 125th anniversary on June 27 with festivities beginning at 12:30 with a basket dinner. Mayor Julius F. Heying, who gave the address of welcome, was introduced by W. D. Settles, chairman of the birthday committee. Other speakers were Roscoe V. Shores, a Central College graduate and now associate superintendent of schools in Kansas City who gave the principal address of the afternoon, Dr. Mary Louise Givens, head of modern languages at Ward Belmont College, and Dr. W. J. Shaw, a member of the Lee Hospital staff. In addition, a "birthday band" and sports program entertained the 800 or more guests, among who were Dr. and Mrs. George C. Lee of Kansas City, originators of the birthday idea. Their most recent gift to Fayette, as announced at the end of the program, is a drinking fountain to be placed on the town square.

The hundredth anniversary of the birth of a St. Louis teacher, Miss Mary Olstine Graham, was observed on August 13, 1947, in connection with the fifty-ninth birthday of the school bearing her name in La Plata, Argentina. Brought to Argentina in 1878 by President Sarmiento, who was a firm believer in education, she speedily mastered the Spanish language and in three years time became director of the San Juan Normal school. In 1888 she was named principal of La Plata Normal or "Escuela Mary Graham" as it is now called, a position she retained until her death in 1902.

The Empire Presbyterian Church of Andrew County celebrated its seventy-fifth anniversary on Sunday, June 27, with a basket dinner and homecoming at the church attended by 182 members and former members, some from as far away as California. A little folder was distributed on the occasion giving a brief historical sketch of the church, a picture of the

original church, and a list of pastors and church officers from 1861 when the church organization had its beginning.

On June 13, the Island City Christian Church observed its seventieth anniversary in the original building at Island City. Founded by the Rev. Hiram Warner, a preacher who came to Gentry County from Kentucky over 100 years ago, church was first held in 1860, in a school house below Stanberry on Cranor land.

*The Independence Examiner* has issued a "50th Anniversary Edition" as of May 18, 1948, commemorating the golden anniversary of the paper. Seven sections consisting of seventy-four pages present a review of the news of the past fifty years, the growth of the community, and the development of the newspaper with its present-day complicated mechanism. Pictures of the *Examiner* staff as well as of persons and places of former years enliven this interesting edition.

#### NOTES

The Freedom Train, containing original documents of the founding and growth of the United States and above all documents marking the growth of individual liberty throughout our history, made a flying trip through Missouri June 4-15, stopping at Joplin, Springfield, Kansas City, St. Joseph, Sedalia, Jefferson City, St. Louis, and Hannibal. It was estimated that a total of 85,000 people went through the train during this period. Each city staged a Rededication Week preceeding the arrival of the train in that city when special parades, dances, and exhibits were the order of the day. One unusual feature of the ceremonies in St. Joseph was a "Motorcade of Democracy," planned and participated in by eighty-two women's organizations of the city. It featured sixteen historical floats created around stories of women who had influenced history.

June 19-20, Arrow Rock was the scene of the second annual historical pilgrimage sponsored by the Arrow Rock

chapter of the Missouri Society of the D.A.R. Assembling at the Old Tavern for a view of its historic relics, the group went on to the old jail and courthouse, Look-out Point, the Bingham, Sappington, and Argubright homes, the Pearson museum, and the 117-year-old Methodist church where a short commemorative service was held. The tour ended at the historic Sappington cemetery where two former Missouri governors, Jackson and Marmaduke, are buried.

Included in the group who made the tour were two relatives of George Caleb Bingham—Mrs. Emma Horton of Hume, a grandniece, and Miss Lela Jones of Kansas City, a cousin.

The Platte County Historical Society held its 1948 anniversary dinner at Platte City June 18, with seventy-five members present. The address was given by Mrs. Robert S. Withers who spoke on "This Side the Wide Missouri."

The annual dinner meeting of the Historical Association of Greater St. Louis was held at Monticello College, Godfrey, Illinois, May 22. Dr. Benjamin Merkel, president of the society, spoke on "The Abolition Aspects of Missouri's Anti-Slavery Controversy, 1819-1865."

The St. Louis Westerners, a group organized in June, 1946, have been holding monthly meetings in the Old Courthouse, St. Louis. Restricted to an active membership of fifty men who have a research interest in western history, the group began publication in the first quarter of 1948 of a pamphlet called "Westward." The aim of the organization beside entertainment and discussion meetings for its membership, is to assist in discovering and preserving records and relics of the West. Dr. Harold A. Bulger of Barnes Hospital is the president for 1948.

The William Clark Society of St. Louis, of which Charles van Ravenswaay is president, held its fifth field trip on October

12, 1947. Organized in St. Louis in January, 1939, for the purpose of studying and discussing physical objects of the early West, the society has made a trip each year, until interrupted by the war, to spots of historic interest, Ste. Genevieve, the Boone's Lick country, the Lincoln country, a Mississippi River packet trip, and this year the Illinois country. A booklet entitled "The Illinois Country," with its accompanying map, served as a road guide as well as a source of interesting historical data concerning each point visited in the American Bottom land south of East St. Louis.

"Ten Mile Garden" along United States Highway 61 from Cape Girardeau to Jackson, Missouri, and "Cape Rock Drive," around Cape Girardeau, are described in glowing terms in a little publication released by the Cape Girardeau *Southeast Missourian* in 1948.

The "Ten Mile Garden" is made up of twenty-six major groupings, each having several hundred blooming plants with occasional rose fences and hundreds of evergreen trees and shrubs so that there is a mass of color from the dogwoods in spring till the reds and golds of fall. In the words of Harry O'Brien, roving editor of *Better Homes and Gardens*, "There's nothing of the kind to equal it in the United States."

The April issue of *American Heritage*, published quarterly for the American Association for State and Local History, has drawn attention in a note to the radio show "Rediscovering Missouri," which is broadcast every Sunday morning at 10:15 over station KXLW, St. Louis. Material for this program is furnished by the State Historical Society of Missouri from its series of weekly feature articles published in newspapers throughout the state.

Democracy with a capital D and country ham have caused an uproar in "Little Dixie" which even the university, well known editors such as Mitch White of Audrain County and Jack Blanton of Monroe, and students of the subject such as Robert M. Crisler have been unable to settle satisfactorily. An

article by Chester A. Bradley in the *Kansas City Times* of May 31 admirably sums up the situation but offers no criteria for settling the arguments.

In an article entitled "Writers of Fiction Have Made Missouri Known to Nation as Setting of Stories," in the *Kansas City Star* of May 8, Chester A. Bradley has briefly summarized an article on the same subject by Joe W. Kraus, which appeared in the April issue of the *Missouri Historical Review*.

Edward R. Schauffler, writing an article for the *Kansas City Star* of June 27, gives a good description of Glasgow, Missouri and its 112 years of existence as a "steamboat town." Seven pictures of historic spots and leading citizens enliven the article.

*The Mexico Evening Ledger* of July 22 carries a half page spread with a pen and ink sketch of the former Mexico artist, William Merritt Chase. Included are a letter from Wallace D. Bassford who tells of the probable influence of Chase on Bassford's artist nephew, and a letter from Frances Cook Digges of Columbia who was a pupil of Chase.

The Moberly *Monitor-Index* of June 18 recorded a visit to Moberly on the previous day, of General Omar N. Bradley who delivered to his home town some ninety-one war trophies which will be placed on display in the new General Bradley trophy room in the library. The collection includes pistols, swords and other mementoes of war, personal letters from prominent leaders, decorations and citations, and honorary awards and degrees from universities and other organizations.

Charles E. Peterson, former president of the St. Louis Historical Documents Foundation, has left Missouri for Richmond, Virginia, where he will be Regional Architect for Region One of the National Park Service. John Francis McDermott succeeds Mr. Peterson as president of the foundation.

Gerald Massie, the "printer turned photographer" has just been accorded the honor of having one of his photographs of the Lake of the Ozarks selected by the United States State Department for an overseas exhibit of twenty-one pictures to show a cross section of activity in America. Chester A. Bradley, in an article in the *Kansas City Times* of July 14, gives a brief history of Massie's career along with a reproduction of the prize-winning picture.

#### HISTORICAL PUBLICATIONS

*The Overland Trail.* By Jay Monaghan. (Indianapolis: The Bobbs-Merrill Company, 1947. 431 pp.) The story of a road as rich in human interest as the Overland Trail makes fascinating reading in this, the second volume of *The American Trails Series*. From the time the Columbia River was discovered by Captain Gray in the eighteenth century, the Oregon and California country held a strong allure for Americans. The steady trickle of explorers and immigrants beginning with Lewis and Clark swelled to a stream with the discovery of gold in California in 1848 and to a virtual torrent with the opening of the Union Pacific in 1869. Over the old trail, which was really the Oregon Trail with an offshoot to California, went fur-traders Ashley and Astor, missionaries such as Narcissa and Marcus Whitman, and immigrants such as the ill-fated Donners to build up a western empire for the United States.

*Missouri and the World War, 1914-1917: A Study in Public Opinion.* By John Clark Crighton (Columbia, Mo.: The University of Missouri Studies, Vol. XXI, No. 3, 1947. 195 pp.) The "isolationism" of the Middle West and particularly Missouri, in regard to the issues of World War I, is carefully examined in this scholarly analysis and interpretation of opinion in that section of the country, 1914-1917. The conclusion is reached that isolationism was mainly confined to certain minority groups and that, by and large, Missourians and their newspapers favored the Allied cause and active participation in the war. The main factors in determining this

attitude were the close racial and cultural ties with the Allies and fears for our commerce and security in the face of Germany's unrestricted submarine warfare and the Zimmerman plot to attack us from Mexico. A large amount of relevant material has been gone over and digested in the writing of this excellent survey of the three-year period.

*Mark Twain at Your Fingertips.* Edited by Caroline Thomas Harnsberger. (New York: Beechhurst Press, Inc., 1948. 559 pp.) "The core and essence of Mark Twain" is found here in a carefully alphabetized and indexed (both topical and correlated subjects) compilation of his remarks and quibs such as: "...their [Twain's parents] first crop of children was born [in Tennessee]. I was postponed to Missouri. Missouri was an unknown new state and needed attractions." A good example of the timelessness of his sayings is "Let us endeavor so to live that when we come to die even the undertaker will be sorry." The total result is an accurate self-portrait of the famous author as well as an invaluable guide for reference.

*The Story of American Railroads.* By Stewart H. Holbrook. (New York: Crown Publishers, 1947. 468 pp.) Holbrook has given careful study to the more than one hundred years of the "Iron Horse" in America and has combined the factual material with such humor and romance that no part of the book fails to hold one's attention. The colossal task achieved by the railroads of spanning the continent in less than forty years, carrying civilization with it, is no mean achievement. Five Missouri railroads are mentioned and Missouri's gifts to the profession of train robbing, the James and Younger boys, and the ballads which grew up around them which make up parts of two chapters. A wealth of authentic pictures illustrate this authoritative volume.

*Historic Midwest Houses.* By John Drury. (Minneapolis: The University of Minnesota Press, 1947. 246 pp.) The author, in describing these eighty-seven houses of twelve midwestern states, has told their stories in terms of



the persons who have made them historic, rather than in architectural terms. This method adds considerable interest to the book which is in addition, a handsome volume containing excellent photographs, instructive maps, and high quality paper.

The section devoted to Missouri depicts the homes of Jean Vallé, Daniel Boone, Jesse James, Mark Twain, Eugene Field, Robert Campbell, William O. Anderson, John J. Pershing, and Harry Truman. A few minor errors appear such as the fact that Vallé was not appointed commandant until 1769 and the date of Jesse James' death was April 3.

*Mark Twain in Three Moods.* By Dixon Vector. (San Marino: Friends of the Huntington Library, 1948. 32 pp.) There is ample evidence that Mark Twain loved children and beautiful scenery as well as he enjoyed humor. These moods and a third one of waxing ironical at times are the less well known sides of the character of this versatile author as illustrated by three new items of Twainiana in Vector's booklet.

*The Economic Rivalry between St. Louis and Chicago 1850-1880.* By Wyatt Winton Belcher. (New York: Columbia University Press, 1947. 223 pp.) This is an excellent and well annotated analysis of the basic factors in the rivalry of St. Louis and Chicago. The conclusion is reached that the foresight of Chicago in securing railroads reaching into the rapidly developing Northwest as well as east to New York, the shifting of the trade routes from a north-south to an east-west basis, and the depressing effect of the Civil War on St. Louis were the deciding elements in transferring the supremacy of the latter, whose business leaders were innately conservative, to Chicago, whose leaders were more energetic and venturesome.

*Missouri Waltz.* By Maurice M. Milligan. (New York: Charles Scribner's Sons, 1948. 281 pp.) This volume, by the former United States district attorney for the western district of Missouri, is devoted to an indictment of "bossism" in Kansas City and by implication and otherwise of Harry S. Truman. The rise of Tom Pendergast and the story of the

"Union Station massacre," the "insurance steal," and the seeming defeat of the machine take up the major portion of the book, but the last sixty-five pages deal with the resurgence of the machine's power and the federal investigations of the 1946 vote fraud cases.

*Storm against the Wall.* By Fannie Cook. (New York: Doubleday & Company, Inc., 1948. 270 pp.) Marc Kleinman, heir to his St. Louis Jewish "Papa's" idealism, expresses the whole theme of this very well-written book when he says: "When I was a kid I used to hear my father praise this country—not as acres and chimneys—but as the land of the free. To the thousands of immigrants coming to America that's what it meant—coming to a place where they would be respected because they were human beings. We mustn't let that idea get crowded into a corner." In holding fast to that ideal through his college days at Missouri University and his subsequent business career in St. Louis, Marc gives every appearance of becoming a crusader for human rights as the book ends.

*The Long Wing.* By Elizabeth Fenwick. (New York: Rinehart & Company, Inc., 1947. 246 pp.) The scene is St. Louis and the plot merely an episode in the closely possessive life of the wealthy Macloud family to which the granddaughter Nora tries to adjust herself during a brief vacation. Analysis of the different characters is suggested with so much restraint at times as to leave the reader wondering and dissatisfied.

In the July issue of the *Review*, in the section entitled "Historical Publications" the title of the book by Ray V. Denslow was given as follows: *A History of St. Louis Commandery No. 1 Knights Templar, 1847-1947. A Story of the Beginnings of Templary in the State of Missouri.* By Ray V. Denslow. Vol. 4, 1946, of *Transactions of the Missouri Lodge of Research* ([Fulton]: Board of Publication, 1947). This correction should be made: ([Kirkville: Journal Publishing Co., 1947]).

OBITUARIES

CHARLES FILLMORE: Born on an Indian Reservation, Minn., Aug. 22, 1854; died in Kansas City, Mo., July 5, 1948. Founder of the Unity School of Christianity in 1889, and president of the school, he was also the author of several books on Unity, *Christian Healing* (1912) and *Twelve Powers of Man* (1930) as well as over 100 booklets and tracts.

HENRY JOSEPH GERLING: Born in Normandy, St. Louis Co., Mo., Feb. 20, 1870; died in St. Louis, Mo., Aug. 2, 1948. Educated at the University of Missouri, where he received the degrees of A.B., PeB., LL.B., and L.M., and at Cornell University, he received an LL.D. from Muskingum College, New Concord, Ohio, in 1931, from Washington University, St. Louis, in 1932, and from the University of Missouri in 1933. He was principal of several St. Louis schools for a number of years, and was superintendent of instruction in St. Louis 1929-1940.

WILLIAM LOGAN RODMAN GIFFORD: Born in New Bedford, Mass., Nov. 5, 1862; died in St. Louis, Mo., June 22, 1948. A graduate of Harvard in 1884, he became librarian at the Mercantile Library in St. Louis in 1904, a position he held until his retirement in 1941. He is credited with making the Mercantile Library collection of Americana one of the best in this part of the country.

FRANK WINSTON McALLISTER: Born near Paris, Mo., Jan. 26, 1873; died in Kansas City, Mo., June 11, 1948. After being admitted to the bar in 1894, he served as city attorney of Paris, 1896-1900, as prosecuting attorney of Monroe County, 1901-1902, as state senator, 1905-1913, and as attorney general of the state, 1917-1921. He had been a member of the State Historical Society since 1930.

CHARLES W. MULINEX: Born in Blue Island, Ill., Aug. 23, 1857; died in LaBelle, Mo., June 1, 1948. After attending Normal University at Valparaiso, Indiana, he did newspaper

work in twenty-three states before coming to LaBelle in 1882 where he established *The LaBelle Star* the next year. He also established the *Household and Farm*, a monthly publication, and for a time, 1905-1912, owned the *Edina Democrat*. He was mayor of LaBelle for six years and treasurer of the Northeast Missouri Press Association for a period. He was a member of the State Historical Society of Missouri.

JAMES STEWART: Born in Glasgow, Scotland, Sept. 22, 1874; died in Jefferson City, Mo., May 18, 1948. A graduate of Barnes Medical College, St. Louis, in 1895, he served one term in the state legislature, 1905-1907, where he sponsored the measure setting up the state tuberculosis sanitarium at Mt. Vernon. He also served as state health commissioner from 1925 to 1933 and again 1941-1946. He was a member of the State Historical Society of Missouri.

EDWIN A. TROWBRIDGE: Born in Mondovi, Wis., Apr. 27, 1885; died in Columbia, Mo., June 7, 1948. He received his B.S.A. degree at the University of Wisconsin in 1906 and the following year came to the University of Missouri as an instructor in animal husbandry. He became dean of the College of Agriculture there in 1945.

## MISSOURI HISTORY NOT FOUND IN TEXTBOOKS

### FOR THE CONFUSED VOTER

From *The Farmers' Union*, (Memphis), November 1, 1894.

There will be five tickets on the official ballot sheet this year—Democrat, Republican, People's Party, Prohibition and Socialistic Labor. To avoid confusion, when you first enter the booth, draw a line through all the tickets except the one headed People's party. Then to prevent any possible mistakes, it would be best not to scratch a single name. Vote on the constitutional amendments by erasing the words Yes.

### HOW OLD WERE THEY?

From *The Oregon County Paper*, July 28, 1882.

The Nodaway Democrat says the season for kissing the babies, promising the mothers and taffying the daddies, has opened in Nodaway county. In other words, the candidate is about in the lane. Let them have a care. Gov. Crittenden caught the measles a couple of years ago from too much baby kissing for political purpose, and his troubles are not over yet.

### WELL, THAT'S ONE WAY

From *The Palmyra Spectator*, June 12, 1890.

In almost every paper we pick up we read an account of some one being bit by mad dogs. Hydrophobia is becoming more common every day and too much care cannot be taken. The best plan is to kill every dog you have no absolute use for and keep a careful watch on the rest.

### THAT WAS BEFORE THE NEW LOOK

From *The Unionville Republican*, October 1, 1913.

A blind beggar was arrested in Kansas City last week for staring at a slit skirt. Perhaps we are too hasty in condemning Dame Fashion. If she can make the blind see, or expose the crooked beggar, she has accomplished something for the benefit of mankind.

### . . . . AND THEN CAME JITTERBUGGNG

From *The Mexico Intelligencer*, January 7, 1886.

The *Galop*, the official organ of the dancing masters, gives this bit of news: "An ornamental knob has been devised for an attachment to a lady's belt so that men can 'swing partners' without offensive familiarity. With another knob on the shoulder, the hoodlum style of swinging would resemble the swinging of a scythe snath."

## AND WE TALK ABOUT "OUR" YOUNGER GENERATION

From *The Osceola Advance*, April 15, 1886.

We are reliably informed that while a number of small boys, from ten to fourteen years of age were out on a private excursion one day last week in the vicinity of town, that they became involved in a quarrel, and that a pistol was drawn and flourished about with all the reckless bravado that would characterize the acts of a wild western cow boy. The custom of carrying pistols, and especially by small boys, is reprehensible to the last degree as it is liable at any time to lead to the most dangerous and deplorable results.

## ARE YOU KIDDING?

From the *Atchison County Journal* (Rock Port), December 2, 1882.

It is said that the latest thing in kid gloves are gloves that cover the arm and shoulder and go over the back and button together like a corset—that is, if a corset buttons in the back. These gloves are good for rheumatism, pain in the back, and corns on the elbows, and any one can have them by leaving their measure at a kid tannery.

## EVERY MAN FOR HIMSELF

From *The Richmond Conservator*, April 20, 1867.

In many places, in this city, our streets and sidewalks are in a most wretched condition. On many of them, during bad weather, it is almost impossible to navigate, at least without a boat, which we have not. We confess that we admire pretty feet and ankles, nevertheless, we can but pity our fair friends, and in their behalf, if not in our own, we ask that something may be done to remedy this evil. We have always understood that the way Jerusalem was kept clean in olden times was by every man sweeping before his own door. We suggest to our city authorities that they pave our city in the same way—that is, by requiring every man to put 'down a good pavement in front of his own property, and if that is not expedient do it at the expense of the corporation.

## THE CASE OF THE BUSTED BUSTLE. . . .

From the *Atchison County Journal*, (Rock Port), October 7, 1882.

A woman sat down on a paper bag blown full of wind at church in Missouri Valley and it popped so loud as to scare her husband out of his wits and interrupted the services. She had put the bag on for a bustle and her mischievous boy had blown it up and tied it for the fun.

## CIVIL WAR THANKSGIVING

From *The Kansas City Times*, November 11, 1947.

PROCTORVILLE, MO., Nov. 27.—It was eighty-three years ago today that the first Thanksgiving service was held in Caldwell County. It came in 1864, following the Thanksgiving proclamation of President Abraham Lincoln.

The originator of that Thanksgiving day observance was Dr. Daniel Proctor, founder of the town of Proctorville. He was one of the leading Unionists in the county, and seeing so many homes of the Union soldiers in the county bereft of the heads of the families, he pleaded through the only paper in the county at that time, the *Caldwell County Banner of Liberty*, published at Kingston, the county seat, that the Unionists should spend Thanksgiving day in efforts to provide food and warmth for the women and children left behind by the Union soldiers from the county.

All day long the Union men cut wood and split it for the Union homes, while others went into the fields and killed game to be sent to these homes.

Dan Proctor was an outstanding pioneer. He was a doctor and had a good practice all over the county, making his rounds on horseback. He was a farmer with a big farm, on part of which he founded Proctorville. He was a merchant running a general store in his town. He was a lawyer and represented Caldwell County in the State Legislature. Finally he was a Methodist preacher, and probably esteemed this vocation highest among all his many jobs.

## GENTLEMEN, FOR SHAME!

From *The Osceola Advance*, April 23, 1884.

We have been requested by several ladies to call attention to the dirty habit which some folks have of chewing tobacco in church and expectorating all over the floor. Aside from the looks of the thing, it is a nuisance to the ladies, inasmuch as they are seldom able to get over the ponds on the floor without ruining their dresses. Those who cannot spend one hour in the house of God without polluting the sanctuary with the filth arising from the habitual use of tobacco, had better stay at home.

## HOME IS WHERE THE HEART IS

From the *Rock Port Sun*, November 22, 1882.

From what we can learn Frank James is living about as comfortable just now as any feller in the state. His cell in the Jail at Independence is furnished with an elegant Brussels carpet, the walls are decorated with pictures, and such furniture as he has room for is said to be of the best sort. He sits for hours at a time conversing with his friends and giving them a history of "Life in the Saddle."



## THAT WAS THE YEAR EVERYONE LEFT TOWN

From *The Osceola Advance*, April 23, 1884.

Dead hogs are lying everywhere. It might be wisdom on the part of the city council to pass a hog law, or at least restrain a man from owning more than fifty diseased porkers at one time. Some folks may think it extremely funny to see a man tumble over a dead hog which lies in the streets, but blanked if we ain't disposed to kick—especially when we are the one that tumbles. But to be explicit: A dead hog in the last stages of decomposition, lies near the town spring, and another lies in the street in the rear of Daniels' stable. The attention of the authorities is respectfully called thereto.

## WAGON TRAIN, 1849

From the *Kansas City Star*, March 7, 1949. By Vaun Arnold.

Load your goods in the prairie wain  
And hit the Blue where a wagon train  
Will form its column and roll away  
With a world and all on wheels.  
Rivers, rivers and rivers more  
Will intervene till you find a shore  
Of the great North Platte on a hectic day  
Of God-unheard appeals.

The Pawnee waits and the Bruie Sioux,  
The Cheyenne, aye, and a brigand crew  
Of Nez Perces—they lurk in wait  
On the road to Oregon.  
Oh, a thousand devils will bring you low,  
But what is left must mend and go,  
For the unrelenting hand of Fate  
Allows no backward run;  
You may never roam on the trail back home  
With the long, wild trek begun.

Chain the wheels where a hill is steep;  
Keep moving, wagons; the stream is deep.  
Plod on, old mule; keep grinding, ox;  
It is death to lose the train!  
Ford the rivers, if well you may  
Without your whole world swept away.  
Roll on, roll on to the bitter rocks  
Where the peaks bisect the plain.

Yea, cross the prairie at risk of scalps  
As never a Hannibal crossed the Alps!

Crack whip, brash emigrant, and pray  
When the miracles are gone.  
Now Independence is far behind.  
Keep Devil's Gate in your harried mind;  
To the Great Divide, to a final pay  
Where the sunset claims the dawn  
Or die alone, unmarked, unknown  
On the road to Oregon.

AND WE THOUGHT GRANDMA WAS DISCREET

From the *Atchison County Journal*, December 9, 1882.

FOUND—A pair of long-handled hose, Grandmother socks, or whatever-you-may-call-'ems, was found and left in this office. The owner can have them by trying them—proving property, we mean. We don't know very much about such things and don't exactly know how to describe them.

ALL LIT UP

From *The Palmyra Spectator*, December 4, 1890.

The arc lights were turned on for the first time Tuesday night, and although they are not yet in good running order, they give a splendid light, and show what a vast improvement they are over the old street lamps, which resemble tallow dips when brought into comparison. This is certainly a great improvement and speaks volumes for the enterprise of the city. Palmyra is surely getting there, and not very slowly either.

RIVER SERVICE STATION—WOOD ONLY

From *The Liberty Tribune*, November 27, 1947. Excerpts from an article by Robert S. Withers.

In the years immediately following the civil war one source of revenue . . . available to all those living near the Missouri River was the sale of their wood to the steam boats that plowed their way up and floated . . . down the mighty turbulent stream. . . .

. . . . The woodman selected a site for a wood yard where the water was deep enough for the boats to get close to the bank and where there was a large stump . . . to moor the boat to. . . . He then put up a sign with the word "wood" and the name of the owner on it where it was visible from the river.

. . . . The steamboat mates kept in their minds the locations of the wood yards . . . and whenever the fast diminishing pile of wood on their decks got low they would let out a long whistle about five miles from the woodyard. . . .

The woodman was listening and if the boat was downward bound he had to hurry, if it was coming up he could be more leisurely but he wanted to be on hand when "she lands." If he was there he got paid with "coin of the realm," if he wasn't there the steamboat took the wood anyway and left a piece of paper giving the name of the boat, the name of the captain, and the probable date of the next trip. It was up to the owner to be on hand, no checks were left, all payment was in silver. . . .

If the boat was downward bound she had to turn around before she landed. . . . As she eased up to the bank with engines throttled down to their lowest, bells jangling, steam hissing, she was a majestic sight. . . .

. . . . As the boat approached the bank the boy who handled the mooring line, "the headliner," stood poised on the gunwhale his heavy hempen hawser coiled in his hand. He wasn't supposed to wait until the boat touched land, but was expected to leap the last eight or ten feet to the land, scramble up the bank and with a dexterous twist and in an instant, throw the line around the stump and tie a regulation knot that never slipped.

As soon as the boat was fast, the gang plank rattled down and the bunch of roustabouts . . . sprang ashore and, led by the mate, attacked the ranks of wood.

. . . . The mate then stationed himself with a piece of wood, something like a lathe in his hand near the end of the gang plank and the negroes formed an endless chain going on board with . . . wood on their shoulder and coming back for more. Everytime one went by him the mate spat him with the board and as long as they were there he never shut up once. "Hurry! Hurry! Make yer trip! . . ." and the negroes loved it!

A cord of wood vanished in a very few minutes. . . .

Finally . . . the gang plank was lifted. The headline boy, who had never left the mooring stump reached down and took hold of his hawser. . . . Suddenly the signal was given, the boat moved forward about eight feet only and in that part of a second in which the line was slackened the head liner released his mooring and leaving the rope to be pulled on board later, ran down the bank and jumped the last eight or ten feet to land on deck.

#### THE FIRST DIXIECRATS?

From the *Jefferson City Tribune*, December 7, 1902.

If it had not been for the Republican victory in Cape Girardeau county Southeast Missouri would have been as solid as the solid south. The southeast papers are greatly disgusted with the "Cape" and would favor a move to make an Indian reservation out of that county.

THE INSIDE STORY

From *The Macon Gazette*, March 19, 1862. Reprinted from the *Louisiana Journal*.

Ladies' under garments are in great demand in the Southern army for "fixed ammunition." We wonder if the confederates think our brave fellows will shrink from marching right up to the batteries that fire petticoats at them. They never ran from the article in their lives.

NO BOOK LARNIN'

From the *Jefferson City Weekly Tribune*, January 29, 1868. Reprinted from the *Warrensburg Journal*.

The register of one of our hotels contains the "sign manual" of Judge J. R. Walker, a representative in the Legislature for several years from M'Donald county. He registers himself as from *Jefison City*. He has never yet learned to spell the name of the capitol of his State, although he has been a Radical county judge, and is now one of the bright statesmen who control the destinies of Missouri.

ONLY?

From *The Osceola Advance*, August 20, 1885.

Prof. Price's balloon ascension at this place on last Saturday was a signal failure. It appears for some reason that he was unable to properly inflate it and as a consequence the balloon only attained the height of a few hundred feet when it slowly descended to the earth at a distance of about one hundred yards from the starting point.

WE'RE GLAD WE NEVER LEARNED HOW NOW

From the *Ralls County Times* (New London), September 30, 1898. Reprinted from the *Ladsonia Herald*.

The "American Society of Dancing Masters" held a meeting the other day and they passed a resolution that the waltz must be reformed, that it is a fruitful source of impurity and debauchery, and that waltzing as now practiced must stop. Why, what are we coming to! These prim little fellows have discovered something—that waltzing is really only "hugging set to music," as has been argued time and again before them. Well, they ought to repent even further—'fess up more in regard to the whole principle of dancing "as now practiced."

THE MORMONS IN INDEPENDENCE

From *The Kansas City Star*, February 17, 1948. Excerpts from an article by Loy Otis Banks.

Independence was a raw frontier village with a few scattered houses, a log courthouse and a half dozen stores when Joseph Smith looked down at it for the first time . . . in the summer of 1831. . . .

Parley P. Pratt . . . . reported at a conference of the Church of Latter Day Saints at Hiram, O., . . . . that Independence had no printing press and but a single church. Upon hearing this news, officials of the church instructed W. W. Phelps . . . . to stop at Cincinnati on his way to Missouri, and purchase press and type to publish a monthly paper at Independence.

Early in the new year Phelps set up his staff. . . .

Editor Phelps took great pride in the fact that the *Star* was located "about 120 miles west of any press in the state." A pioneer religious newspaper, the *Star* was the first regularly published newspaper in Jackson County. It followed by twenty-four years the *Missouri Gazette*, the state's first newspaper. . . .

Western Missouri in the early 1830's was . . . . rooted in the southern tradition. . . . A sharp resentment soon sprang up between these older settlers and the new colony of Latter Day Saints, who were largely northerners.

. . . . [The] Latter Day Saints . . . . being themselves a minority body . . . . were sensitive to the nation's injustices to the Negro as well as the Indian.

Politicians began to see political implications in the rapid spread of the new faith, and indirectly a threat to slave control. . . .

Thunder from the gathering clouds . . . . finally broke in July, 1833. . . . It was inevitable that word of the new faith should reach the ears of the Negro . . . . [and] that some of their number should wish to join the church in Missouri. But a Missouri statute permitted immigration only of those who had a certificate of citizenship from another state.

On July 20, according to a document signed and placed in the hands of Missouri's governor, Daniel Dunklin, by six church officials, between 400 and 500 persons assembled at the Independence courthouse and demanded that the six elders "should immediately stop the publication of the *Evening and Morning Star*. . . ."

The church leaders immediately asked for three months in which to find a location for the press in another county. . . . But the plea for a leave . . . . was turned down, and a further appeal for ten days brought the same answer.

A mob, 400 or 500 strong, swarmed into the Phelps building, tore out the press and pied the type.

The career of the *Star's* press following the Independence mobbing was unusual. It was destined to endure for almost half a century and to inaugurate three more newspapers. The Independence mob turned the press over to the firm of Davis and Kelley of Liberty, Mo., who began publishing the weekly *Missouri Enquirer*. In 1845 it was sold to William Ridenbaugh, who used it to establish the *St. Joseph Gazette*. Ridenbaugh published with it until 1859, when he sold it to a Captain Merrick, who is said to have used it to print the first newspaper in Colorado.

## MISSOURI HISTORICAL DATA IN MAGAZINES

- The American-German Review*, April: "Carl Schurz' Escape from Rastatt," by A. E. Zucker.
- The American Historical Review*, July: "The German Forty-Eighters in America: A Centennial Appraisal," by Carl Wittke.
- Bulletin Missouri Historical Society*, April: "Museums in Early Saint Louis," by John Francis McDermott; "Picture Books of Fur Trade History," by Carl P. Russell; "Old Broadway a Forgotten Street, and Its Park of Mounds," by Dr. William M. Smit; "Ole Bull's First Concert in St. Louis"; "The Bedside Manner—1816"; "Some Notes on the Philharmonic Orchestra," by Ernst C. Krohn; "Fort Osage," by James Anderson; "The Jefferson National Expansion Memorial."
- California Historical Society Quarterly*, September, 1947: "Henry Douglas Bacon (1813-1893)," by Milton H. Shutes.
- Daughters of the American Revolution Magazine*, June: "Jane Randolph Jefferson Chapter [Jefferson City, Mo.];" *ibid.*, July: "Osage Chapter [Sedalia, Mo.]."
- Daughters of Utah Pioneers*, November, 1947: "Riders of the Pony Express," compiled by Kate B. Carter.
- Journal of the Illinois State Archaeological Society*, July: "Smail Speaks before the St. Louis Club"; "Annual Summer Picnic Amateur Archaeologist Club, St. Louis, Mo."
- Journal of the Presbyterian Historical Society*, March: "Protestant Westward Migration," by Ellen Harriet Thomsen.
- The Journal of Southern History*, May: "The Southern Historical Novel in the Early Twentieth Century," by Sheldon Van Auken.
- The Missouri Archaeologist*, April: "A Preliminary Survey of Missouri Archaeology, Part III," by Carl H. Chapman.
- Missouri Conservationist*, June: "Le Riviere Grande du Nord," by Ray Wells.
- Records of the American Catholic Historical Society of Philadelphia*, June: "The Catholic Church in the United States, 1852-1868: A Survey," by Francis J. Teschan.
- Tylers Quarterly Historical and Genealogical Magazine*, July: "Some Notes Relative to the Ancestry of President Harry Shipp Truman," by George H. S. King.
- U. S. Camera*, May: "His Camera 'Beat' Is Missouri."
- The Virginia Magazine of History and Biography*, April: "To Alexander Welbourne Weddell and Virginia Chase Weddell."
- The Western Pennsylvania Historical Magazine*, September-December, 1947: "The Bates Boys on the Western Waters—Part IV," by Mrs. Elvert M. Davis.
- West Virginia Hills and Streams*, May-June: "Daniel Boone, the Mountaineer," by Roy Bird Cook.
- The Woman's Home Companion*, July: "Fashion Futures." [Stephens College].









